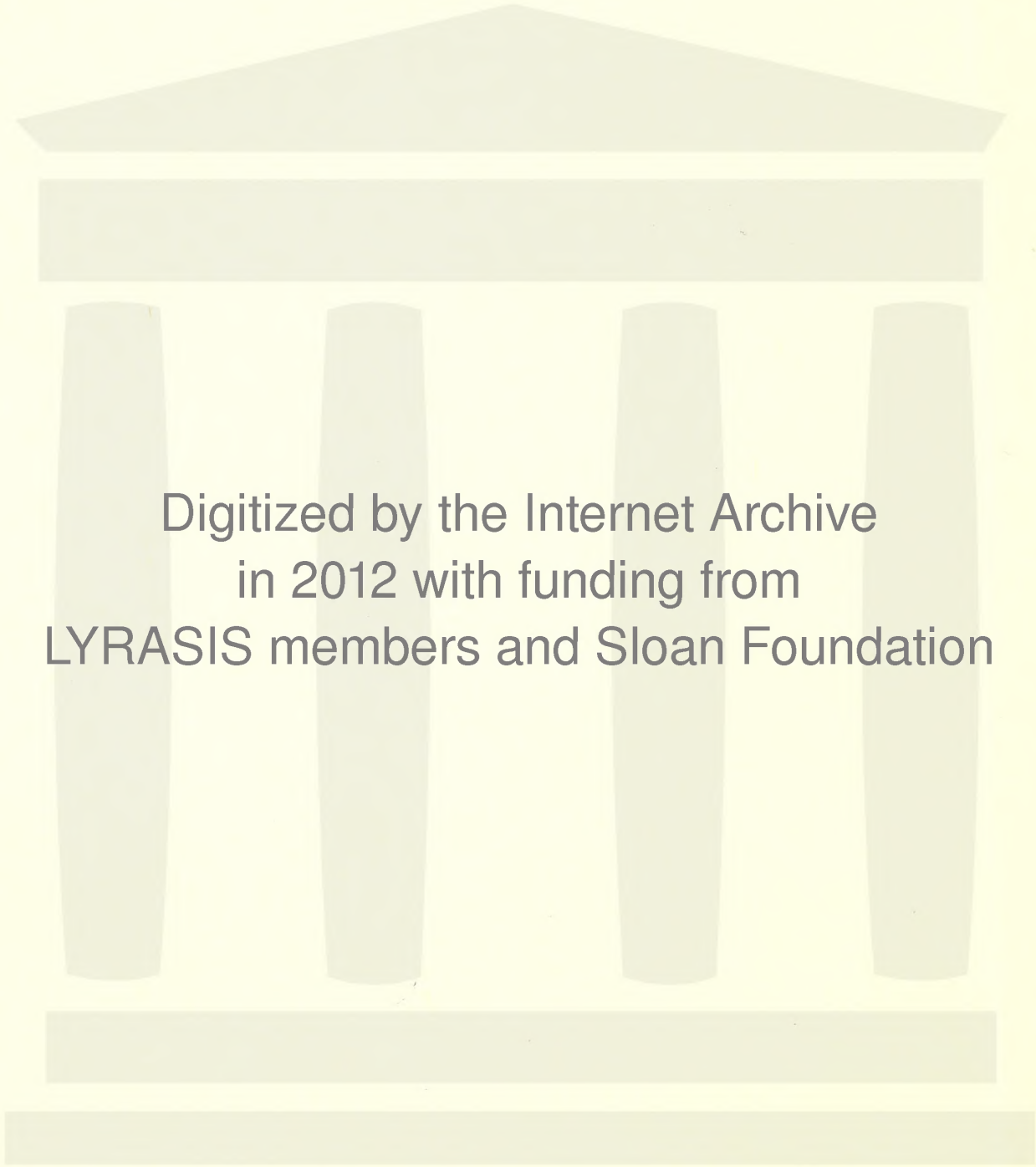


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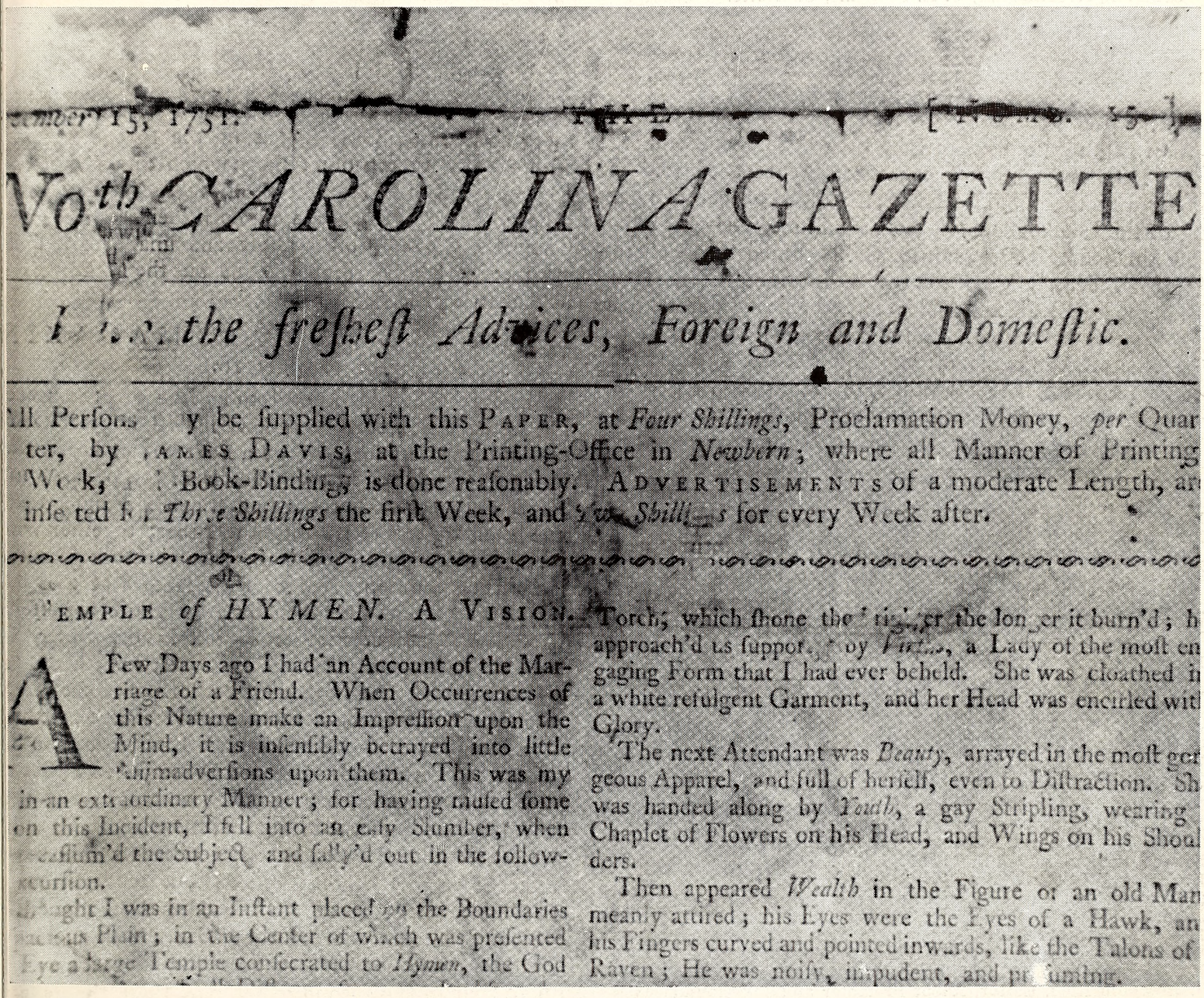
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THE E. S. C. QUARTERLY

VOLUME 9, NO. 1-2 WINTER-SPRING, 1951

North Carolina State Library
Raleigh

North Carolina Newspaper Publishing Has Developed Into Important State Industry; Printing Business Expanding



...ember 15, 1751. THE [No. 1.

North-CAROLINA GAZETTE

...the freshest Advices, Foreign and Domestic.

...ll Perſons ...y be ſupplied with this PAPER, at *Four Shillings*, Proclamation Money, *per* Quar...ter, by JAMES DAVIS, at the Printing-Office in *Newbern*; where all Manner of Printing ...Work, ...Book-Binding, is done reaſonably. ADVERTISEMENTS of a moderate Length, ar... inſerted ...r *Three Shillings* the firſt Week, and ...x *Shillings* for every Week after.

...EMPLE *of* HYMEN. A VISION.

A Few Days ago I had an Account of the Marriage of a Friend. When Occurrences of this Nature make an Impreſſion upon the Mind, it is inſenſibly betrayed into little Animadverſions upon them. This was my ...in an extraordinary Manner; for having mulled ſome ...on this Incident, I fell into an eaſy Slumber, when ...reſum'd the Subject, and ſally'd out in the follow...ecurſion.

...ught I was in an Inſtant placed on the Boundaries ...ous Plain; in the Center of which was preſented ...ye a large Temple conſecrated to *Hymen*, the God ...Torch; which ſhone the ...ger the lon...er it burn'd; h... approach'd us ſuppor... by *Fame*, a Lady of the moſt en...gaging Form that I had ever beheld. She was cloathed i... a white refulgent Garment, and her Head was encircled wit... Glory.

The next Attendant was *Beauty*, arrayed in the moſt ger...geous Apparel, and full of herſelf, even to Diſtraction. Sh... was handed along by *Youth*, a gay Stripling, wearing ... Chaplet of Flowers on his Head, and Wings on his Shou...ders.

Then appeared *Wealth* in the Figure of an old Man... meanly attired; his Eyes were the Eyes of a Hawk, an... his Fingers curved and pointed inwards, like the Talons of... Raven; He was noiſy, impudent, and pr...uming.

Photograph of part of front page first newspaper published in North Carolina (See inside cover)

PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 9, Number 1-2 Winter-Spring, 1951

Issued four times a year at Raleigh, N. C., by the

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

Commissioners: Mrs. Quentin Gregory, Halifax; Dr. Harry D. Wolf, Chapel Hill; R. Dave Hall, Belmont; Marion W. Heiss, Greensboro; C. A. Fink, Spencer; Bruce E. Davis, Charlotte.

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North Carolina State Employment Service Division
M. R. DUNNAGAN . . . . . *Editor*
Informational Service Representative

Cover illustrations represent typical North Carolina industries or business activities under the Employment Security Program.

Cover for Winter, 1951—Photograph shows part of the front page of the North Carolina Gazette, not the first issue, but the oldest known issue of a North Carolina newspaper. It was published by James Davis in New Bern and is dated November 15, 1751. Davis was the first printer in the State and published the State Laws for many years.—Photo by Miss Dorothy D. Reynolds, Dept. of Archives and History.

Sent free upon request to responsible individuals, agencies, organizations and libraries. Address: E. S. C. Informational Service, P. O. Box 589, Raleigh, N. C.

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NORTH CAROLINA PUBLICATIONS

North Carolina boasts of considerably more than 300 periodical publications, about 100 of which are classed as trade, church, professional, college, orphanage, labor and other miscellaneous publications. More than 200, our count 207, are classed as newspapers. Of these, 41 are in the daily field, including seven morning and 34 afternoon papers; one is a tri-weekly; 33 are semi-weeklies, and 133 are weekly papers. The State's papers, generally, are in fine condition, prosperous going concerns, but beset by the frequently experienced shortage of newsprint. Printing firms in the State are equally prosperous money-makers.

The ESC records reveal that 139 firms, in the second quarter of 1950, engaged in printing, publishing and allied activities are subject to, covered by, the Employment Security Law, meaning, normally, with eight or more employees. Of these, 66 were newspaper publishers, who employed an average of 3380 workers and paid wages for the quarter of $2,778,189. This was an average of $63.23 a week, considerably higher than the State average of $45.27. Commercial printing firms numbered 67, employing an average of 1756 workers, with a quarterly payroll of $1,210,581, or an average wage of $53.21 a week. In other classifications are three engaged in publishing periodicals, including two in publishing books and one classed as miscellaneous.

For the year 1949, the last for which complete figures are available, the record shows that 132 firms engaged in publishing and printing were subject to the Employment Security Law, while for the second quarter of 1950, the number was 139, an increase of seven. Also, the 1949 figures showed average employment of 5010 workers, against 5268 for the second quarter of 1950, a gain of 258 workers. This is a sizable increase, indicating the increase in the number and size of firms and the numbers of workers employed. Gross wages in 1949 amounted to $15,644,590, an average weekly wage of $60.05.

As is generally known, the maximum in payroll tax is 3 percent for unemployment, of which the State collects 2.7 percent and the Federal Government 0.3 percent. Under the Employer Experience Rating Plan, employers may earn reduced rates after three years of experience. It is interesting to note that 12 firms had not operated long enough to be considered for a reduction in rates, and six firms failed to earn reductions. On the other hand, one firm was paying the lowest rate, one-tenth of 1 percent and one was paying two-tenths of one percent.

Between these rates, 14 firms had earned the 2 percent rate; 10 the 1.5 percent rate; 26 firms, 1 percent; 47 firms, 0.8 percent; 12 firms, 0.6 percent and three firms, 0.4 percent. It is also interesting to note that in the second quarter of 1950, the average rate paid by the liable publishing and printing firms was 0.99 percent, slightly less than one percent as against 1.55 percent for all liable firms in the State for that period. It is likely that the rate will remain close to one percent for the full year.

Less than one-third, 66 out of 207 of the newspapers in the State are subject to the ES Law. That means that about 140 newspapers operate shops employing less than eight workers, exclusive of the owner (if sole owner, and not a corporation) and partners or minor members of the family.

Press Association Active in Promoting State Papers

By HENRY BELK, *President, N. C. Press Association and Editor, The News-Argus, Goldsboro*

What is the North Carolina Press Association?

It is an association whose members are newspapers of North Carolina. Associate members are members of allied fields.

Membership in the Association is made up of daily and non-daily publications. Currently each of the daily papers of North Carolina is a member. The 100 percent mark for dailies was reached recently when the Kannapolis Independent joined. Membership in the non-daily field is at a high mark.

The Association holds two meetings a year. The annual meeting is held in the summer, generally early in July, at the mountains one year and at the becah the next. On a few occasions over its long history the Association has held its meetings during a sea trip. Some of the long-time members still recall a friendly game a bunch of the fellows started during a convention at sea only to have a dear sister aboard claim the total fund for her Community Chest back home.

The Press Institute is held annually in January with the University of North Carolina and Duke University as co-sponsors. Duke annually entertains the Institute at a dinner meeting on Friday evening of the Institute. The Institute was started 27 years ago and each of the succeeding sessions has featured timely programs with special sessions for shop talk. The Associated Dailies of North Carolina regularly have a session at the Institute and the non-dailies have a separate session at the same time. Each presents a program of interest to its particular group.

High spot of the Institutes is the award of prizes for outstanding newspaper writing or pictures of the past year. Prizes are awarded both in the daily and non-daily fields. This year a new high in entries in the daily contests has been reported with more than 400 submitted. It is traditional that the Governor of North Carolina make the presentation at the dinner at Duke.

The Association is greatly indebted to Miss Beatrice Cobb of Morganton for services she has rendered as secretary. Many state press associations hire an executive secretary. Miss Cobb, always competent and gracious, has given the Association without cost a quality of devotion and service which money could not buy. She edits the "North Carolina





OFFICERS AND DIRECTORS OF N. C. PRESS ASSOCIATION—Scene at Grove Park Inn, Asheville, July 8, 1950, as retiring President R. E. Price, Rutherford County News, turns over gavel to new President Henry Belk, Goldsboro News-Argus. Others, seated, l. to r. are: Miss Beatrice Cobb, Morganton News-Herald, secretary-treasurer for 30 years; Mr. Price, Mr. Belk; B. Arp Lowrance, Mecklenburg Times, vice-president. Back row, l. to r.: J. F. Hurley, Salisbury Post, and T. J. Lassiter, Smithfield Herald, directors; Clarence Griffin, Forest City Courier, historian; W. Randall Harris, Asheville Citizen-Times, and Holt McPherson, Shelby Daily Star, directors. Directors not in group: left, Leslie Thompson, News Reporter, Whiteville; right, Weimar Jones, Franklin Press.



Press," monthly publication of the Association, and attends to multitudinous details with an unusual application. She gives her job as unpaid secretary of the Association the same capable and outstanding attention that has distinguished her as publisher of The News-Herald, in Morganton, and in many fields of State progress.

Big project before the Association now (and should be for some years ahead) is the raising of a $100,000 fund for the Journalism Foundation. The response to the drive for the Foundation among papers of the State got a good start last year. A number have signified intention to make annual contributions. The Foundation will supplement funds for the School of Journalism at Chapel Hill. Idea is to raise the School to accredited status as soon as possible. Holt McPherson, of Shelby, heads the Foundation and D. Hiden Ramsey, of Asheville, is its treasurer.

Already the Foundation has proved its worth by making funds available to secure the services of Jack Riley for the Journalism School. A special appropriation of $500 to supplement Prof. Riley's salary was made. The Journalism School funds from State sources were not sufficient to secure this needed addition to the School.

As President of the N. C. Press Association for the year, I wish to extend thanks to "Mike" Dunnagan for compiling this newspaper issue. For the first time it brings together a great wealth of material about newspapers and newspaper people of North Carolina. I predict that future researchers into the history of the North Carolina press will make use of material in this edition.

Organization and Early Days of N. C. Press Association

By CLARENCE GRIFFIN, *Forest City Courier, Historian, N. C. Press Association*

Although the North Carolina Press Association was founded in 1873, there were no printed session minutes of the Association until 1888. A few years ago a pamphlet, giving proceedings of the Association from 1873 to 1887, as copied from contemporary newspapers, was prepared to supplement the annual session proceedings, which have been published each year since.

The organizational meeting of the North Carolina Press Association or "Association of Editors", was held in Goldsboro on May 14-15, 1873, with representatives present from 29 of the State's newspapers and one represented by proxy. After completing a temporary organization, the need for an association was discussed extensively, and on the second day it was voted to form the association. A permanent organization was set up and a constitution and by-laws was adopted. Despite the fact that the constitution has been in use more than 75 years, it is basically the same as adopted on that May day in 1873, with exceptions of a few amendments, made from time to time to meet exigencies of changing conditions.

The members were faced with substantially the same problems in the early days as they are faced with today. The main concern in those early years was advertising rates, prices charged for job printing, governmental charges for postage and ethics in general.

One of the primary purposes for organizing the N. C. Press Association was to improve ethics among members of the fourth estate in North Carolina, and the association has perhaps had greater success along this line than any other.

RESOLUTION ON ADV. RATES

At the first meeting it was urged that all publishers adopt a published list of advertising rates, and that each one adhere strictly to this published rate or else "this convention will discountenance any editor who may deviate from the same". They also condemned any deviation from published rates for national advertising; and disapproved of any discrimination "in favor of any advertising agency North or South". They also made preparation for publishing the first newspaper directory of North Carolina, showing name of paper, publisher, advertising rates, size of page and classified rates. They condemned the practice of newspapers having "patent insides or outsides . . . containing advertising" printed outside the State, and urged that it be abandoned. The practice of accepting subscriptions on credit was discountenanced. A resolution was adopted favoring more immigration into North Carolina

TWO RECORDS OF EARLY ACTS OF N. C. PRESS ASSOCIATION

The committee, evidently named by J. A. Sharpe or J. F. Hurley, one of which was president when the decision was reached to compile the earlier records of the N. C. Press Association, included J. B. Sherrill, Concord, secretary for 32 years; Josephus Daniels, Raleigh, and Francis D. Winston, Windsor. The record, compiled from newspaper reports by Mr. Sherrill, was printed in 1920, a book of more than 100 pages. This is in short supply now, although copies may be found among the books of members active 30 years ago.

When the association held its 50th anniversary celebration July 26-28, 1922, at Cleveland Springs Hotel, Shelby, with President Sherrill presiding, Mr. Sherrill, J. A. Robinson, oldest member of the Association; T. B. Parker, State Department of Agriculture; Dr. Edgar W. Knight, of the State University; M. L. Shipman, Association historian; Josephus Daniels, Raleigh News and Observer; David Clark, of the Southern Textile Bulletin, Charlotte; H. B. Varner, Lexington Dispatch; Wade H. Harris, Charlotte Observer (read by J. A. Parham); John Paul Lucas, Duke Power Co., Charlotte; Governor Cameron Morrison, and others addressed the meeting, largely on the 50 years of development since the association was formed. Clyde R. Hoey welcomed the guests to Shelby.

Record of this meeting, the speeches and proceedings, was compiled by Miss Beatrice Cobb, Morganton, then and for 30 years secretary of the Association. This anniversary record is in larger supply, but also limited.

A representative group of newspaper editors and publishers attended the second meeting held in the State Capitol in Raleigh on May 13-14, 1874. Forty-five newspapers were represented and several new members were taken in at this meeting. A resolution was adopted appointing a superintendent to investigate the various advertising agencies of the country, and report back giving information on which of the agencies were solvent or reliable. A number of agencies had "swindled and defrauded the member" newspapers by placing advertising and failing to pay for same. Steps were taken to systematize rates for legal advertising, define legal advertising and determine which should be published. Committees were appointed to go before the General Assembly and secure passage of laws defining legal advertising, an object which was not accomplished until many years later.

CENSURES GENERAL ASSEMBLY

The matter of sticking by published rates again came up. In defense of cutting rates, one member remarked that "we cannot always stick by them, for many of our people advertise in our weeklies from which they realize but little, and it is done by them to sustain their paper in order to get the weekly current news." In the matter of agency advertising it was decided that "if we favor anybody, let's favor our own North Carolinians . . . We will get as many advertisements and just as many dollars from the outside." A visit was then made to the office of Governor Todd R. Caldwell, where His Excellency "Unearthed his best North Carolina drinkables and toasted the Press."

At the third annual convention held in Wilmington on May 11-12, 1875, a resolution of censure of the North Carolina General Assembly was adopted. Couched in rather strong terms, the resolution condemned the General Assembly of ignoring their committee on legal advertising, and at the same time spending several thousands of dollars for advertising in New York, London and Scottish newspapers, setting forth the advantages of North Carolina, and ignoring North Carolina newspapers.

It was at this session that Scott D. Pool, Jr., urged a resolution which would make North Carolina newspapers free and independent in politics. His rousing speech pointed out that any progressive newspaper was not dependent on the small stipend of legal advertising, and that the old system of "official" newspapers be abandoned. He advocated each publisher putting out a newspaper for the development of his own community. He stressed community service above politics. This was the first radical departure from the idea that a newspaper must depend on legal advertising as an official newspaper, to survive. Consideration of his resolution was postponed, as too many editors of that day still looked to the court house ring for sustenance when the going was hard. But later in the session the question was revived, and it was adopted by three votes majority, but still later, after much parliamentary skirmishing, it was laid on the table. The resolution condemning the use of patent insides or outsides was revived, and the original motion was killed.

The meeting of 1876, scheduled for Goldsboro and New Bern, was a failure, due to the appearance of only four newspaper representatives. The convention was re-scheduled to meet in Raleigh on June 14th, but developed into a social gathering.

FIRST WESTERN CONVENTION

The meeting of 1880, held in Asheville, the first western North Carolina convention, was marred somewhat by a general protest of the churches of that town over the scheduled ball, which was part of the program. Hon. W. W. Holden, former Governor of North Carolina, and a former Raleigh newspaper editor, the only Governor to be impeached, was elected the association's first historian. His appointment met with little approval throughout the State, and the NCPA was highly criticized for his appointment.

Substantially the same subjects continued to come up for the next few years and were discussed at length at each meeting. By 1887, when the convention met in Hendersonville in July, evidences that it was becoming a social organization were already apparent.

However, despite the fact that the annual conventions now largely represent a social meeting, with its attendant good fellowship of other editors and publishers, the North Carolina Press Association, across the years, has justified itself. Many of the improvements in the profession, the high standards of ethics and the daily performances of newspapers in North Carolina owe to the NCPA their inception. Today, unlike 1875, the NCPA bears weight, and its representatives receive a quick and considerate hearing among the lawmakers of North Carolina. Down the years the association has done much to improve ethics among its members, and non-members as well. It is the voice of the fourth estate in North Carolina, and that voice is one which few newspapers dare to disobey.

AFTERNOON DAILIES ASSOCIATION MAINTAINS RALEIGH NEWS BUREAU

The North Carolina Association of Afternoon Dailies, Inc., is an organization of the afternoon newspapers in North Carolina, the primary purpose of which is to maintain a news bureau in Raleigh to supply them with news developing in the Capital City of State-wide interest, as well as localized news stories. Members pay dues which are devoted almost entirely to maintaining the news bureau in Raleigh. G. Lynn Nisbet has been correspondent and manager of the bureau for several years.

The members usually hold a breakfast meeting in connection with the summer and winter meetings of the N. C. Press Association and at such other times as is necessary to handle the business of the association. The association was organized about 25 years ago, and was incorporated in 1931.

Officers elected at the January meeting in Chapel Hill are: David J. Whichard, Jr., publisher, the Daily Reflector, Greenville, president; J. F. Hurley, publisher, Salisbury Evening Post, vice-president; J. P. Huskins, Statesville Daily Record, secretary-treasurer; Additional directors are: Holt McPherson, Shelby Daily Star, and Floyd Hendley, Greensboro Record.

Journalism Foundation, UNC, Aids School in Training

(*Requested Contribution*)

Not long ago D. Hiden Ramsey, general manager of the Asheville Citizen-Times, who serves also as treasurer of the School of Journalism Foundation of North Carolina, Inc., received from an anonymous donor a check for a thousand dollars as a tribute to Oscar Jackson Coffin, dean of the School of Journalism at the University of North Carolina.*

It came from a former student of "Skipper" Coffin, who took that way to articulate his interest in the Foundation and the School of Journalism head who, working together, are seeking to advance the Chapel Hill journalism school to a foremost position in journalistic educational ranks of the country.

Established in 1947, the Foundation is gathering an endowment of $100,000, income from which will be used to supplement University funds available to the School of Journalism for teaching salaries and other needed expenses.

TRIBUTES TO NEWS-PEOPLE

The tribute gift to Skipper Coffin was the third such, the North Carolina Press Association having launched the fund with a gift of $1,000 as tribute to its long-time secretary, Miss Beatrice Cobb, of Morganton, and The Hickory Daily Record having contributed $1,000 as a memorial to Miss Sara Lee Gifford who was fatally injured in an automobile accident two years ago. The late W. C. Dowd, Jr., who was publisher of The Charlotte News many years, left in his will a bequest in excess of $5,000 to the Foundation, and there have been numerous gifts in lesser amounts to help lift the total, but many more are needed before the $100,000 minimum fund will be complete and the Foundation's usefulness developed as its projectors hope will prove the case.

The Foundation was launched as a child of the North Carolina Press Association with 15 charter members, including many of the leaders of the newspaper and radio business, principally in North Carolina, but with many from other states. The U. S. Treasury approved gifts to the Foundation as deductible for income tax purposes.

Already efforts have paid off by advancing from status of a department in English to its own School with Coffin as dean. Plans are shaping by which it will before much longer be adequately housed in its own building, where expanded facilities will enhance its usefulness.

OFFICERS AND DIRECTORS

Holt McPherson, Shelby newspaper and radio executive, is president of the Foundation, which has Leslie Thompson, editor of The Whiteville News Reporter, as vice-president; William C. Lassiter, of Raleigh, as secretary and general counsel; D. Hiden Ramsey as treasurer; Roy Parker, of Ahoskie, as assistant secretary, and Dr. Clarence Poe, of Raleigh, as assistant treasurer.

Directors, in addition to the officers, are Miss Beatrice Cobb, J. E. Dowd, Jr., J. L. Horne, Jr., W. K. Hoyt, Richard H. Mason, Frank A. Daniels, John W. Harden, William E. Horner, Thomas J. Lassiter, Steed Rollins and Ed M. Anderson. (Mr. Anderson

*Another check for $1,000, also anonymously presented, was announced at the meeting of the chartering members of the Journalism Foundation in Chapel Hill January 19, honoring Professor Phillips Russell, of the UNC school of Journalism faculty for several years. The total receipts then amounted to $14,505.—Editor.

CHARTERING MEMBERS OF THE UNC JOURNALISM FOUNDATION

Founding members of the Journalism Foundation, UNC, are: E. H. Abernethy, Atlanta; Walter S. Adams, Asheville; Ed M. Anderson, Brevard; Dr. C. W. Armstrong, Salisbury; W. J. Arthur, Jacksonville; J. W. Atkins, Gastonia; J. M. Bryan, Greensboro; F. Grover Britt, Clinton; Henry Belk, Goldsboro; Mrs. James Boyd, Southern Pines; G. W. Bradham, Greensboro; H. Galt Braxton, Kinston; *P. H. Batte, Charlotte;

H. C. Bennett, High Point; C. H. Crutchfield, Charlotte; Miss Beatrice Cobb, Morganton; H. A. Cecil, Thomasville; Staley A. Cook, Burlington; Lenoir Chambers, Norfolk, Va.; Miss Addie Cooke, Murphy; *Curtis B. Johnson, Charlotte; Douglas Coxe, Lumberton; C. C. Council, Durham; E. C. Daniels, Jr., London; H. A. Dennis, Henderson; O. J. Coffin, Chapel Hill;

Frank A. Daniels, Raleigh; Jonathan Daniels, Raleigh; M. R. Dunnagan, Raleigh; J. E. Dowd, Charlotte; C. A. Eury, New Bern; Gordon Gray, Chapel Hill; Louis Graves, Chapel Hill; Paul Green, Chapel Hill; Dr. F. P. Graham, Chapel Hill; L. C. Gifford, Hickory; B. S. Griffith, Charlotte; John W. Harden, Greensboro; Clyde R. Hoey, Shelby;

W. K. Hoyt, Winston-Salem; J. F. Hurley, Salisbury; W. E. Horner, Sanford; Mrs. W. C. Hammer, Asheboro; P. T. Hines, Greensboro; A. W. Huckle, Rock Hill, S. C.; Ray Hull, Concord; J. L. Horne, Jr., Rocky Mount; J. P. Huskins, Statesville; John B. Harris, Albemarle; W. R. Harris, Asheville; Gerald W. Johnson, Baltimore; C. O. Jeffress, Greensboro;

*Louis I. Jaffe, Norfolk, Va.; Dr. T. C. Johnson, Raleigh; Weimar Jones, Franklin; E. Z. Jones, Burlington; H. W. Kendall, Greensboro; Mrs. Rena Lassiter, Smithfield; J. Spencer Love, Washington, D. C.; H. F. Laffoon, Elkin; B. Arp Lowrance, Charlotte; T. J. Lassiter, Smithfield; R. M. Lambeth, Greensboro; J. D. Langston, Goldsboro; Isaac London, Rockingham;

Stahle Linn, Salisbury; J. Paul Lucas, Charlotte; W. W. Neal, Atlanta; Lynn Nisbet, Raleigh; W. M. Oliver, Reidsville; R. B. Page, Wilmington; John A. Park, Raleigh; Talbot Patrick, Rock Hill, S. C.; Edwin Pate, Laurinburg; W. T. Peacock, Washington; Roy Parker, Ahoskie; Drew Pearson, Washington, D. C.; Charles J. Parker, Raleigh.

Dr. Clarence Poe, Raleigh; R. E. Price, Rutherfordton; C. Knox Massey, Durham; Holt McPherson, Shelby; Mrs. E. F. McCulloch, Elizabethtown; Richard H. Mason, Raleigh; Spencer Murphy, Salisbury; Mrs. O. C. McQuage, Mocksville; John H. Mebane, Atlanta; Santford Martin, Winston-Salem; G. C. Munden, Morehead City; Dr. Fred Morrison, Washington, D. C.; R. W. Madry, Chapel Hill;

Steed Rollins, Durham; Phillips Russell, Chapel Hill; D. A. Rawley, High Point; E. A. Resch, Siler City; D. Hiden Ramsey, Asheville; K. Craige Ramsey, Salisbury; W. Curtis Russ, Waynesville; James Street, Chapel Hill; Don Shoemaker, Asheville; Walter Spearman, Chapel Hill; Forrest H. Shuford, Raleigh; Mrs. E. G. Swindell, Wilson; Joe S. Sink, Lexington;

J. A. Sharpe, Jr., Lumberton; W. E. Smith, Albemarle; Bill Sharpe, Raleigh; Leslie Thompson, Whiteville; R. B. Terry, High Point; John W. Umstead, Chapel Hill; Larry Walker, Charlotte; Miles H. Wolff, Greensboro; A. L. M. Wiggins, Hartsville, S. C.; Capus M. Waynick, Managua, Nicaragua; Tom R. Wolfe, Albemarle; Henry Lee Weathers, Shelby; Lee B. Weathers, Shelby; Robert M. Wallace, Shelby.

*Deceased.

was elected at the January meeting to succeed Curtis B. Johnson, deceased. All other officers-directors were re-elected.)

The Foundation has tremendous potentialities for usefulness. Already it is supplementing the salary of a much-needed teacher who wouldn't otherwise be available to the school, and it is the purpose to use income from the endowment in succeeding years to draw to the School of Journalism staff the best available men for its faculty. The program is and will continue to be adaptable to current needs. Its purpose is to strengthen the training of young people to carry on the newspaper and allied radio work of North Carolina and general area.

BETTER TRAINED JOURNALISTS

Everything that contributes to better training of men and women for journalism helps the business. Gifts to the Journalism Foundation have a greater significance than mere assistance to individuals. A gift to the Foundation means a contribution to the training of those who will operate and control the press of the future. Those trained adequately in a good journalism school will be the best insurance for the continuance of a free and responsible press serving the state and nation. Likewise, a free and responsible press will be the safeguard, not only for public education in the future, but also for all the other advantages which we enjoy under our democratic form of government. To that end the Journalism Foundation will help in every way within its means to advance the cause of journalistic training —the years will write eloquent testimonials to wise giving thereto.

Personal Journalism, Editor Feuds, Half Century Ago

By H. E. C. (Red Buck) Bryant, *Route 1, Matthews, N. C.*

Asked to contribute a story for the magazine of the Employment Security Commission of North Carolina, I was told: "It would not be bad to compare newspapers of 50 years ago with those of today." That would be a difficult task. Yet, I do not mind pointing out some differences as I see them.

When I commenced my reporting career with The Charlotte Observer in the summer of 1895, under its able editor, Joseph P. Caldwell, a capable man or woman with a few hundred dollars could have established a paper and maintained it by industry and good judgment. He or she could have purchased a few cases of type and a press and started in business. But, today, it would require thousands upon thousands of dollars to provide the machinery for a single issue of a paper; the cost of production has increased tremendously. As a result, a majority of newspapers are run from the business office, not the editorial sanctum.

Fifty odd years ago readers knew more about editors than they do now, and editorials, today, are not as important as they were then.

Personal journalism has taken a back seat.

Once I wrote a letter to the old New York Sun, after its remarkable editor, Charles A. Dana, had passed away, and asked who had written a certain editorial. The response was: "The Sun." Nowadays, there is very little curiosity about authorship of editorials. The Danas, Greeleys, Pulitzers, Henry Wattersons, J. P. Caldwells, J. C. Hemphills, and others of their day are gone. Here and there a weekly paper has an outstanding editor whose opinions attract and influence readers, but they are few and far apart.

Training for my life work came from a grand man who believed that "Nothing but the truth endures!" His guidance proved a blessing to me. Throughout a long and interesting career I have never had to unlearn what he taught me. Today, as a reader of papers, if I find that a writer colors news to suit the editorial policy of his employer, I lose faith in him and hesitate to read after him.

PAPERS MUST WIN ON MERIT

Mr. Caldwell studiously refrained from putting himself or his paper under obligations to anyone, not even a friend. Once, when his business manager went out and rounded up an extraordinary group of advertisers by an appeal that they owed The Observer something for its great service to the community, the boss said: "No, you have done a good job, but that will not do; we cannot afford it. We must win on merit."

The spirit of absolute independence was instilled into me and all other members of The Observer staff.

Fifty years ago it was customary to single out newspapers and newspaper representatives for special favors, give them lower rates at hotels, free tickets to shows, and railroad passes. In Washington, where I labored for the greater part of my life, there were public men who thought it proper, or actually necessary, to give gratuities. One Congressman did not like it because I declined to attend an annual dinner he had for "representatives of the

EASTERN N. C. ASSOCIATION HOLDS SEMI-ANNUAL MEETINGS

The Eastern North Carolina Press Association is the larger of the three area groups organized under and as units of the N. C. Press Association. It covers fully half of the area of the State, from Raleigh eastward, and was organized three or four years ago. Meetings are held twice a year, fall and spring. The last meeting was at Wilson.

Officers elected at that meeting include Mrs. Elizabeth Gold Swindell, Wilson Daily Times, President; Sam Ragan, News and Observer, Raleigh, vice-president; Mayon Parker, Parker Bros., Ahoskie, secretary-treasurer (permanent). Other directors are: W. C. Manning, Williamston Enterprise, immediate past president; Grover Britt, Sampson Independent, Clinton, and Josh L. Horne, Rocky Mount Telegram.

WESTERN N. C. NEWSPAPER GROUP MEETS MONTHLY IN ASHEVILLE

The Western North Carolina Press Association is an active unit in the mountain area of the North Carolina Press Association, meeting monthly, usually in Asheville, but occasionally at other points in the area. This group has been organized for several years.

Present officers of the group are: Miss Addie Mae Cooke, Cherokee Scout, Murphy, president; Noah Hollowell, Western Carolina Tribune, Hendersonville, vice-president; Mrs. J. A. Gray, Sylva Herald, secretary; W. Curtis Russ, Waynesville Mountaineer, reporter.

press who had to write about him." After I had turned down several of his invitations, he asked me why I did not accept.

I responded: "In the first place, I have a good dinner at home every day; in the second place, you do not owe me one, and, in the third place, you may do something tomorrow or next day that might make a story you would not like to see in print, and I could not write it as I should with my stomach full of your food."

That viewpoint was difficult for my would-be host to see. I told him that, if he would invite me to his home with others than reporters, who had to call on him daily for news, I could accept and get pleasure out of being his guest, but something to be exclusively eaten by members of the press on his beat did not appeal to me.

In the old days owners of papers had to take all sorts of things for pay. A cord of wood, a gallon of home-made molasses or liquor, or some corn for the livestock was given for subscriptions. But, that day has passed. Money rolls in now. Laws prevent the presenting of railroad and other passes.

FREE RAILROAD PASSES

I recall an editorial written by Mr. Caldwell on the subject of such means of transportation. It read: "A sub-committee, representing forty railroad systems, has agreed to recommend to their roads the abolition of the free pass system, and it is stated that there is reason to believe that the recommendation will be adopted and that after the first of January next the pass will go. It should. It is both an injustice and an evil. Passes are generally to be found in the pockets of those who are best able to pay fare, and they are not there without reason, but to influence those who hold them. The railroads haul an immense number of people free. If all who ride free were made to pay, railroad fares could be reduced, the railroads still make as much money or more, and they would discharge with more equity their function as common carriers. The pass is not just, and it 'grinds' a poor man or one of moderate means, who has paid for his ticket to see a money-bags across the aisle pull one on the conductor—a money-bags who has no claim to free transportation beyond the fact that he is supposed to have 'influence.' The railroads ought to put everybody on the same level, and if this is ever done it must be done by the roads themselves, for it has been demonstrated that statute law is inadequate to reach the free pass evil. There are all sorts of ways of evading such laws."

I rode all over North Carolina on assignments from The Observer, but never on a free pass; Mr. Caldwell saw that my way was paid. Two interesting experiences during my active newspaper service convinced me Mr. Caldwell was right in his desire for independence. It was intimated, in a hot State campaign, that my stories from Washington were biased in favor of Senator F. M. Simmons. I was able to deny that with emphasis. I had never accepted as much as a cigar from him. The intimation was withdrawn, and an apology extended. There had been a veiled suggestion that I was paid to help the Senator. That could have resulted in the spilling of blood. Senator Simmons might have favored some newspaper representatives but not me. All I asked of him was news, and he was fair about that.

MANY EDITORIAL CONFLICTS

Controversies, or feuds, between editors seem to have ceased. In my early days there were sharp conflicts over prohibition, the Gold Standard and Free Silver, and other subjects. Now and then one editor would call another a barroom bum, a liar, or worse. Nowadays newspaper owners frown on that sort of thing; they do not think it helps a paper to succeed. In fact, the editorial writers of one paper ignore those of a competitor. One struggling for existence gets no free advertising from its more successful rivals. In the old days Mr. Caldwell, of The Charlotte Observer, and Mr. Josephus Daniels, of The News and Observer, were in conflict much of the time. Vile names were used, and personal encounters threatened. A castigation Mr. Caldwell gave the Rev. A. J. McKelway, then editor of a leading church paper, resulted in a law suit. No more scathing article has ever been written in the State than the one directed at Mr. McKelway. It attracted more than State-wide attention because of its fierceness, and, even today, requests for copies of it are made. There have been duels over editorial comment but such bitter conflicts are unheard of now.

An interesting feature of newspapers in the nineties was the use of clippings from well-known writers. That sort of enlightenment is of the past. Just one paper I see, The Laurinburg Exchange, devotes space to worthwhile stories from other publications. Papers today are crowded with all sorts of matter, and have no room for bright squibs from the other fellow's print shop.

During my employment by the Washington Bureau

MID-WESTERN N. C. NEWSPAPER ASSOCIATION MEETS MONTHLY

The Mid-Western North Carolina Press Association, one of the three area units of the N. C. Press Association covers roughly, the Piedmont area of the State. It has been organized for several years. Recently the group came to life again after a period of suspension. Meetings are held at various points monthly in the area.

Present officers are: Gordon Tomlinson, Mocksville Enterprise, president; Richard H. Byrd, Valdese News, secretary-treasurer; J. P. Huskins, Statesville Daily Record, vice-president.

N. C. PRESS ASSOCIATION HOLDS SESSIONS FOR DAILIES—WEEKLIES

During the meetings of the North Carolina Press Association, both the summer convention and the winter Press Institute members divide into daily and weekly field groups for sessions to deal with problems relating to their respective fields.

At the January meeting in Chapel Hill, Mrs. Elizabeth Gold Swindell, of the Wilson Daily Times, presided over the daily paper session. D. J. Germino, Durham Herald-Sun, has been secretary-treasurer of this group for a decade or more.

In the weekly group meeting Bill Arp Lowrance, Mecklenburg Times, Charlotte, vice-president of the State Association, presided. Usually the president or the vice-president of the association, whichever is in the non-daily group, presides at these sessions.

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of the old New York World, I often heard it said a half hundred columns or more were thrown away late at night to give space for more interesting news. A telegram that our bureau chief got once or twice a week read like this: "Cut copy to bone—we are crowded!" I have seen good stories of a thousand words reduced to 200. In 1912 I was sent through Southern States to get affidavits from colored delegates to the Republican National Convention to show that Theodore Roosevelt and Howard A. Taft supporters had offered money for votes in the contest for the nomination of the Republican party for President.

REAMS OF COPY THROWN AWAY

The day I left Washington on that assignment a leading gambler was killed in New York City. That proved to be one of the most sensational murders in the history of that great city, and the newspapers were full of stories about it for weeks. I went as far as Natchez, Miss., and wired a story of a thousand or more words every night. The trip cost The World approximately $1,500.00, and the only story of mine used contained 500 words, and that was sent in the first day out. Later, as the day of the election approached, with Roosevelt running as the big Bull Moose, I was asked to revise my stories and hurry them over. On the way to the station to put them on a train I saw that Mr. Roosevelt had been shot and severly wounded.* Again, my affidavits were held up; they never were published.

A frequent saying that I heard in my cub-reporting days ran like this: "Here is something for your paper—it may not be news, but it will help to fill up!"

Now, my only concern is over the use of the blue pencil or a pair of scissors. With bigger things happening than those I can recall, one of my yarns may be cut as short as the tail of one of my fast hounds who lost part of his because the screw worms attacked it. Space fillers are not needed.

I often wonder what some of the leading magazines of today would do if it were not for the liquor advertisements they carry; they must have them to prosper.

There has been a wonderful improvement in the news features of the weekly papers of the State. Such local publications are remarkable for their appearance and the character of their printed matter. The daily papers are so large that I like to get a weekly with its brief summary of the news. North Carolina must have more than a hundred good weeklies, some of them twice-a-week papers.

I often think of a request I had forty-odd years ago to return from Washington for help to start a new weekly in a fine old county. A prominent merchant of the county seat wrote to ask me to join him and others in the establishment of a paper that stood for progress. He was evidently very angry at the editor of the town paper. He said he was more interested in tearing down than building up; his reason for that statement was a story printed of a building under construction which had fallen down. The merchant had announced a three- or four-story building for his town, and at that time his structure would have been the "sky-scraper" of the place. No such pretentious building had been contemplated before that. Plans were drawn and erection commenced, and after the walls had been put up one of them fell. My friend said the local paper had a column or more about the collapse of the wall; whereas, he had just an inch about the announcement of the project.

I was told that a committee would meet me at the train if I would consent to come and help them with their proposed enterprise. The man had my sympathy but I am afraid had I been on the job when the wall tumbled, I might have made more of a story than the editor did. New buildings are erected daily but new ones seldom fall.

GREAT TALKER—POOR WRITER

Some weekly newspapers were very sorry in former years. Their editors were great talkers but indolent workers. News features were neglected, or actually ignored, but editorials were caustic. If the editor happened to be a bitter partisan, he spent much time going about the streets abusing fellow editors. I knew of a case of that kind.

The owner and editor of the local paper took great pride in denouncing my chief. He was a Bryanite when Grover Cleveland was concluding his last year in the White House. He denounced Mr. Caldwell daily to people who would listen to him. He rarely devoted time to his office. His paper evidenced his lack of industry in the sanctum. Finally, he decided to blow the "old Gold Bug" of The Charlotte Observer to bits with a two-column editorial. Busy for days on his masterpiece, he could not resist the temptation to sally forth several times a day to warn people he met on the streets of the surprise he was preparing for his contemporary. "Thirty" written to his piece he turned it over to his printer. It appeared in due time full of mistakes, framed in poor type, and errors in spelling. But, the punch was there. Seeing it, Mr. Caldwell chopped it out and published it word for word, mistake by mistake, just as it appeared, and wrote this line of comment at the bottom of it: "When you hear nothing, say nothing!"

*Theodore Roosevelt was shot by a crank and slightly wounded (continued his campaign) at Milwaukee, Wis., October 14, 1912, less than a month before the election in which Woodrow Wilson was elected President.

The irate editor had not prepared his friends for that terse comment. He had purchased an Observer daily for a week to see if he had smashed Mr. Caldwell. To make a long story short, he sold his paper and hired himself out.

As a Washington correspondent, I kept in some sort of touch with the State, and was always interested in its newspapers. Fifty or more years ago press correspondents had a free hand. Good papers took special pride in their representatives there. They were anxious to keep track of their own public men in that capital city. Good feature stories were sent in from writers of ability. Political news was far more important than it is today. If a member of Congress made a mistake, the fact was published. Now, Southern papers are more like those of the North—they pay very little attention to their Congressmen; a good member gets little credit for what he does and a questionable one can get by with murder without being found out. Of course, weekly papers were not expected to be able to pay much for their Washington news service. Some of them were fooled into employing Tom, Dick or Harry. One Democratic paper of fine reputation had for its correspondent a man in the employ of the Republican National Committee. That sort of hireling if a good news man would be all right if fair, and the readers would never know about his political faith.

ASKED TWICE TO COLOR NEWS

Twice in my life I was asked to color news to fit the editorial, or perhaps the financial policy, of the paper I was working for. I was never asked by Mr. Caldwell to leave out news, or doctor it. News was news with him.

After the first world war, Secretary of the Treasury Andrew W. Mellon proposed a plan to cut taxes. Big taxpayers were for it, hook, line and sinker. A feature of it would have reduced the surtax very substantially—that suited all men of great wealth. Our special tax reporter was being scooped daily on that important story. I was asked to take it. I wrote seven front page stories for my paper—The New York World—after I canvassed the field thoroughly for facts and sentiment. I said the Mellon plan would have to be changed—a compromise would be the result. That was not my opinion but that of the members of Congress who would have the framing of a bill to be enacted into law. Our bureau got a wire saying my stories were "running contrary" to the editorial policy of the paper. That was the first and only suggestion of the kind that ever came to us in my twenty years with the World. My chief, Charles Michelson, ignored the telegram, told me to proceed as I had been doing. We had not been scooped. I wrote three additional stories and was then taken off the job by instructions from the New York office. I resigned in a huff. Later, when the paper realized that my stories stood up, I was rehired, and remained with the bureau until the paper was sold.

After Mr. Caldwell died, I was asked to refrain from suggesting in my Observer reports that there might be a candidate against one of our Senators. Several names were being mentioned. To my way of thinking, that was a suppression of news. That took place before the present owners bought the paper—it had been floundering about a little, and was uncertain what course to pursue.

No other North Carolina newspaper ever made such a suggestion to me.

Personalities of Past Among North Carolina Editors

By ROLAND F. BEASLEY, *Editor, The Monroe Journal*

My entrance into the field of journalism, or as I still prefer to call it, newspaper work, was accidental and by way of the back door. In 1881 my brother, G. M. Beasley, then under twelve years of age, became a printer's devil. And it was a devil of a job then. No genuine printer's devil now exists. I heard much about the printing office from him and by the time I was in the middle teens I found myself writing "pieces for the paper." I never learned the printer's side. My brother stuck to that, and I continued to try my hand at writing.

In 1894 while I was graduating at Wake Forest, he and I jointly started the Monroe Journal. We are still both working on it. At that time Mr. Josephus Daniels was coming home to Raleigh to take over the News and Observer and "save the State," as Dr. Columbus Durham, the belligerent Baptist leader of that time, said. Josephus and Durham were on different sides of the controversy about the support of the University and the supposed injury to the denominational colleges.

Joseph P. Caldwell had not long been come to Charlotte to take over The Charlotte Observer. He had left his former printer, R. R. Clark, to take over the Statesville Landmark, the weekly on which Mr. Caldwell had made his reputation. Mr. Clark became a most able editor. The Charlotte News was

N. C. ASSOCIATED PRESS CLUB INCLUDES AP STATE MEMBERS

The North Carolina AP Club, composed of representatives of newspapers in the State which are members of The Associated Press and thus receive its news services, has been organized in this State for 10 or 15 years and holds its meetings in connection with the meetings of the N. C. Press Association. The chief of the Carolinas Bureau of the AP, located in Charlotte, serves as secretary of the club.

Officers elected at the meeting held in connection with the Press Institute at Chapel Hill in January follow: Steed Rollins, executive editor, Durham Herald-Sun, president; Claude S. Ramsey, executive news editor, Asheville Citizen-Times, vice-president; Paul Hansell, chief of the AP bureau in the Carolinas, Charlotte, secretary. Additional directors are: Mrs. Elizabeth G. Swindell, business manager, Wilson Daily Times; Carl O. Jeffress, general manager, Greensboro News-Record; Staley Cook, editor Burlington Times-News.

then a little four-page paper gotten out by Wade Harris pretty much all by himself. Carey Dowd had not appeared. However, he did appear shortly, bought the Mecklenburg Times from Jerome Dowd, and in a short time, The Charlotte News, from Mr. Harris. The Charlotte Observer was a four-page, seven column, paper, just putting in the first linotype machine in the State.

In Greensboro Joe Reece and Harp Elam were running the Daily Record, which sometimes had some news items in it but only after there was room to get in all the ads. Clem Wright was about to establish the Greensboro Telegram with C. P. Sapp, a very brilliant man, as editor. Asheville, Durham, and Winston-Salem were in about the same conditions as to newspapers. None were getting any telegraphic news except a little snatchy pony service of a few paragraphs. No paper in the State had over 2,500 circulation. In Goldsboro Col. Joe Robinson was running the Goldsboro Argus like Joe Reece was running the Greensboro Record, a few items of local news, if they were not crowded out by the ads. Joe Caldwell said that Col. Joe Robinson was the cleverest man in North Carolina and had the sorriest newspaper. But I never thought he beat Joe Reece and Harp Elam in Greensboro.

In Wilmington, The Star, which had been started right after the Civil War by Maj. William H. Bernard, was still going as a seven column four page paper. William H. Bonitz, who had successfully operated the Goldsboro Messenger as a weekly and made money out of it some way, had gone to Wilmington and started a second or third daily. He started the Wilmington Messenger and hired Dr. T. B. Kingsbury, who was considered the leading editor and scholar in the State, to edit it. He had been with The Star.

Charles A. Dana said when William R. Hearst began to sweep things with his New York Journal, that its success was due to the fact that Hearst had hired all the World's best liars. When Bonitz hired Dr. Kingsbury, it was supposed that The Star was done for. But it wasn't. It kept right on shining as brightly as it had and eventually outlived the Messenger. While these two dailies were operating in a town that could not support one to any extent, there was a third paper. This was the Wilmington Review, operated by Mr. Josh James, who must have been as clever a man as he was a sorry editor. The Review was four pages, five or six columns. I have seen many copies of the Review and I would make oath that I never saw two news items come out in the same issue.

Dr. Kingsbury was a scholar in the classics, in history, and theology. I think everyone around Wilmington agreed that he was the greatest editor at all, but I doubt if many read what he had to say. It is said that in times of political or other excitement the doctor was so detached that his leading editorial the next morning might be a discussion of who wrote the Junius letters. He was a staunch Southern champion and always had plenty of ammunition to shoot at the Yankees. I was told years ago that his salary was $18 a week, which was considered liberal. I always thought—following J. P. Caldwell—that the test of whether a man was an editor or just a writer was whether he stayed in the office 'til the paper was "put to bed." According to that test Dr. Kingsbury was not closely attached to the paper, for he left the office about 4 o'clock in the afternoon and went home and enjoyed himself in his library.

Such was the newspaper world into which I was born. Joseph Pulitzer was at his zenith; Charles A. Dana, "old vitriol" as Mr. Caldwell called him, was spitting brilliancy and venom; James Gordon Bennett was still running the Herald as a personal organ that would never print the name of a person Mr. Bennett did not like; W. R. Hearst was just coming upon the scene and Adolf Ochs had just acquired the New York Times. Henry Watterson was still thundering loudly in the Louisville (Ky.) Courier-Journal. Henry Grady was dead but he left hundreds of boys in North Carolina and all over the South with his name. The Atlanta Constitution was the leading paper of the South and Frank L. Stanton, its poetic and humane genius, filled his column of verse daily.

Most of the weekly papers still used Franklin hand presses and I myself was fairly efficient in pulling the lever of one. I considered it easier than the job of the man who rolled the ink over the forms. When you became skillful enough to run off one hundred impressions in 22 minutes, you were doing right well. Then the papers had to be turned and run through again to print the other two pages. Thus two men turned out 100 completed four-page papers in 22 minutes, if everything went well.

The dailies and some of the weeklies were printed on the old Campbell cylinder presses, and along in the nineties the dailies began to get duplex presses such as the weeklies now use.

H. E. C. Bryant and I began writing about the same time, he on The Charlotte Observer and I on my own paper in 1894. I am now writing more than I ever did. Mr. Bryant, though having retired from regular employment, writes for his own amusement and the enjoyment of thousands of friends. For over ten years he has been writing a column weekly for the Monroe Journal, several for other weeklies, and a Sunday article for The Charlotte Observer. He has an inexhaustible fund of incidents and observations running from the grass roots of Providence township to the strongest characters in the United States Senate for the last 50 years.

In the early days of the century when Bryant, Banks, Avery, McNeil, and Abernathy were inspired and directed by Mr. Caldwell, they made what might be called the Periclean age in the Observer history. Something of the same thing had taken place with the News and Observer under Mr. Daniels, except that his staff was devoted to politics exclusively, while The Observer boys roved over the whole field of human interest.

The creation of rural mail service gave the weeklies their first impulse to growth, and the motor

vehicle later did the same thing for the dailies. Along with this, of course, was the general increase of trade and industry and the necessity for advertising. Newspaper publishing now is little more than a mechanical industry. With the general trend towards consolidation and centralization, newspapers have lost their individuality and become more and more alike. If there were any geniuses left they would be smothered in the oceans of mediocrity and rubbish with which the papers are crammed. But newspapers, like radio, colleges and pulpits, run more and more to rubbish as a means of attracting numbers. There are no intellectual standards which have any weight and newspaper editorials have become little more than a part of the hue and cry for the moment's fad.

Yesteryear Editors More Vigorous Than Today's Crop

By Dr. Oscar J. Coffin, *Dean, School of Journalism, University of North Carolina*

My arm having been twisted by one M. R. (Mike) Dunnagan, I fumblingly set about a bit of a survey of newspapers in North Carolina as they were when I first met them eye to eye and how they appear now.

Some 45 years ago when I was busy overcoming the objections of the late William Cicero Hammer to the employment of what he was wont to refer to as "an honor graduate of the University of North Carolina" at $8 a week, Charlotte had three daily newspapers with as many editors, Greensboro as equally well supplied, and Raleigh was just recovering from the loss of a third one. There were two papers in Asheville, Durham, Winston-Salem and Wilmington under separate management. Salisbury, Tarboro, High Point, Fayetteville, Greenville, Kinston, Wilson and Goldsboro had one each. I recall three semi-weeklies, one at Statesville, two at Monroe, and there may have been another one or so that I have overlooked. What with the number of small towns publishing dailies—there are two at Statesville, for instance—the number of dailies has increased although there's no longer a city with three, and the ownership has been consolidated save in Raleigh and Charlotte. The number of weeklies is approximately the same. For though several towns have them which didn't, a large number have ceased publication.

EARLIER EDITORS AND REPORTERS

The largest circulation of any daily newspaper was not above 10,000, but I'm inclined to think that the editors were more widely known than at present. Journalism was much more of a personal and partisan affair. Josephus Daniels, Joseph Pearson Caldwell, Carey Dowd, and Colonel Joe Robinson figured far more prominently in public and private conversation than current editors of the News and Observer, Charlotte Observer, Charlotte News and Goldsboro Argus. Indeed, Judge Rufus R. Clark of the Statesville Landmark; Old Man Rights, local editor of the Union Republican; Henry Blount, Wilson correspondent, and Colonel Risden Tyler Bennett of Wadesboro were as often spoken of as any of the State officials or prominent bankers in the State. Red Buck Bryant for the Charlotte Observer and Tom Pence of the News and Observer as Washington correspondents were known to all who pretended to read the papers, and the public was becoming acquainted with Tom Bost and Col. Fred Olds at Raleigh. Al Fairbrother had Everything; Don Laws with his Yellow Jacket was stinging at will; D. Scott Poole was providing Facts and Figures; and B. Clay Ashcraft and Roland Beasley at Monroe and J. W. Noell at Roxboro were in stride. Of these are left Roland Beasley, D. Scott Poole, Tom Bost and J. W. Noell.

Their publications were, in the main, poorly printed but far better spelled. They placed as much emphasis on murder although they were no psychiatrists. There was no sex to speak of, but all hands were reasonably content with gender. Weddings and funerals were less frequent but perhaps more thoroughly enjoyed. Certainly no latter-day bride received the tributes accorded her by Henry Blount, and no patriot is gathered to his reward with as eloquent a tribute as those done by Col. Bennett.

Divorces were left to the courts pretty much and were not taken lightly. Mention of those in the family way was confined to members of the family.

HAND-TO-MOUTH PUBLISHERS

Newspaper men more or less just happened. They laid no more claim to altruism, but they talked more about trade at home. Many of them expected a subsidy from the party, although the total given the whole press of the State probably would not equal the advertising receipts of a present daily today from the friends of a gubernatorial or senatorial candidate in one Democratic primary. Editors were perhaps held in greater respect, but publishers who lived hand-to-mouth and met payrolls by weekly collections were thoroughly disesteemed.

Now the editor is written to inform him how little he knows and how poorly he thinks, but while he is not made a member of the Governor's staff, all the civic clubs offer him membership, and a successful publisher is almost as much admired as the proprietor of a drycleaning establishment or a funeral home.

Reporters, when I began reporting, were suspected of not having the with or willingness to engage in gainful endeavor. Most of them became reporters much after the fashion in which Randolph's Rufe Betts made a sale of a coon dog.

"I tried him for possum," said Rufe, "and he run rabbits. I tried him for foxes and he wound up in the hog pen. I tried him for squirrels and there was nothing doing. I 'lowed any danged dog ought to

be good for something, so I sold him for a coon dog."

I don't at the moment recall any reporters of my vintage who actually starved to death, but I never met one whose wife was wearing a 3-carat diamond. Many of them—perhaps the majority—found something more lucrative, and some of them even became respectable and were elected to public office.

REPORTING MORE OBJECTIVE

They all had one thing in common, however, which I wish more of their current successors had inherited—they believed in the papers they worked for, swore they were better than their competitors, seldom looked at the clock, and wouldn't have accepted a wristwatch from Santa Claus. Too, I think reporting of the yesteryears was more objective. To be sure, the reporter on a partisan paper was not always fair to the political opposition. There may have been more unfounded charges made, but there was less space given to rumors. The political reporter usually spent his time trying to get a politician to say something quotable rather than explaining how he himself shaped the rough-hewn destinies of incumbents of office.

Way back yonder there were few news photos. A live country-seat semi-weekly nowadays will print more news pictures in a month than any daily in North Carolina produced in the year of 1910.

Are we getting better? I wouldn't know. A newspaper meant more to the subscriber than now. I think it meant more to the newspaper men, but a bank will oblige publisher or reporter much more quickly than aforetime, and newspaper wives more frequently patronize shoe store and hairdressser. This, I think, is about as it should be.

Writing for publication is done for two reasons: pleasure and profit. Doggone little pleasure if there ain't some profit.

Description of State Newspapers Written 28 Years Ago

Since the day on which James Davis, appointed postmaster of New Bern by Benjamin Franklin, started the North Carolina Gazette, first issued in 1751, newspapers in the "Tar Heel State" have had rough sailing and many of them have perished in shallow waters. Davis made four attempts to establish newspapers, with indifferent success. His first was published for about seven years. In 1784 he made a second attempt with "The North Carolina Magazine or Universal Intelligencer", which soon stopped. He again revived the Gazette in 1768 and published it "intermittently" for over ten years. Then, with Robert Keith, he established "The North Carolina Gazette or Impartial Intelligencer and Weekly General Advertiser" in 1783, because "there has not been a newspaper in North Carolina for several years".

Andrew Stewart, a native of Belfast, Ireland, and for some time a printer and bookseller in Philadelphia, was the second man to establish a paper in this colony, at Wilmington, in 1763 (or '64). His bluff of "Printer to the King" worked for a time and secured for him some of the public printing, but his paper was suspended in 1767 "for lack of support". He named it "The North Carolina Gazette and Weekly Post-Boy". Later, with Stewart's equipment, Adam Boyd began, in 1769, publishing "The Cape Fear Mercury", which, although a poor paper from a typographical point of view, lasted until the Revolution.

These early efforts are related for a purpose—to show that the ups and downs of North Carolina journalistic efforts have continued through the years and that these ups and down are based on the peculiar condition of the population of the State, which also explains many other circumstances in its history. Without seaport facilities, as a sand bar extends from the northern to the southern boundaries of the State, cutting off the shore, except for occasional breaks, direct settlement was impossible, so North Carolina was settled by migration from other states, largely in groups of many nationals.

POPULATION SCATTERED—CLANNISH

Among the early settlers were the English around Wilmington; the Swiss around New Bern; the Moravians around Salem; the Quakers in Guilford; the Scotch Presbyterian in Mecklenburg, and numbers of other groups in various sections, each with its own modes and methods and each a law unto itself. Most of these settlers were clannish and lived for many years within the limits of their territory without intermingling with their neighbors. Later scattered home-seekers sought intermediate localities and established homes in mountains or coves in the western section, on the plains in the center or the sands of the east. As a result, there was little in common and for many years a glaring lack of homogenity, the welding process having covered a long period of years.

As a result of this condition, schools, except for those able to provide private teaching, were unknown in the early days, because of the scattered and thinly settled population. After the start for a public school system made by Calvin H. Wiley, the movement was taken up at the turn of the century by the State's "educational governor", Charles B. Aycock, whose campaign was made on the slogan of placing "a schoolhouse within reach of every boy and girl in the State," and his allies, Alderman, McIver, Graham and other practical school men. Their efforts are bearing a rich fruit, as may be seen by the census reports, which placed the illiterate whites in the State in 1920 (over ten years old) at 8.2 per cent, as compared with 12.3 per cent in 1910, and

Note: This article was prepared early in 1923 as an assignment in a course in "Development of Modern Newspapers" by M. R. Dunnagan, then a student in the Pulitzer School of Journalism, Columbia University, New York City.

illiterate Negroes at 24.8 per cent, against 31.9 per cent ten years ago.

This background, which also is responsible for lack of development of large towns, explains the unstable careers of newspapers. It gives additional insight to state that less than one-fifth of the population lives in towns of over 2,500, and that 2,068,753 are classed as rural and 490,370 as urban. Only two of the largest towns can be placed in the 50,000 population class. (1920 census).

PAPERS LOCAL IN TYPE

It will be seen readily, therefore, that newspapers are restricted in circulation and that, until the past decade, such a term as "state papers" could not be applied. To revert again to statistics, it is seen that there are 290 papers and periodicals published in the State. Included in the daily list are 40 papers, all of which, except about a dozen, are afternoon papers, largely in towns having from 8,000 to 20,000 population. Twenty-nine semi-weekly, 176 weekly, 28 monthly and nine quarterly papers complete the list, except for a few odd-period publications.

All of the papers in North Carolina, broadly speaking, have been conservative and devoted largely to the interests of the immediate communities in which they are published. Since the State still holds fifth place in the nation as an agricultural State (value of agricultural products) much space has been devoted to the farmers and their interests. The past decade has seen such a rapid industrial growth, in which North Carolina has taken first place in number of cotton mills and is second only to Massachusetts in value of textile products, and has taken first place in tobacco growing and manufacturing, trade papers have been established. As a result of industrial development, also, and the subsequent organization of the workers, labor papers are now published in eight or ten of the largest industrial centers. These changes have been reflected in the straight newspapers, likewise; in fact, have followed the lead of the papers.

WEEKLY PAPERS SUFFICIENT

Weekly papers have played an important part in the life of the State, because the agricultural pursuits have had the effect of retarding extensive reading and the weekly survey of the news was sufficient for the farmer. The oldest of these, which has since become an afternoon daily, is the Fayetteville Observer. Among the weekly and semi-weekly publications that should be noted in passing are the Elizabeth City Independent, "all that the name implies" and edited by a very clever writer, W. O. Saunders; the Western Sentinel, the Robesonian, of Lumberton; the Lexington Dispatch and the Union Republican, which is the nearest approach to a party organ in the State. (Later reference will be made to party organs).

Before leaving the weekly field, it is worth while to note an unusual situation. At Moravian Falls, far back in the mountains of Wilkes County, miles from a railroad, has developed a condition unique in the newspaper field. Many years ago R. Don Laws, a brilliant writer and bitter partisan, started a small, four-page weekly which he named "The Yellow Jacket". It is a Republican paper with a sting for the opposition in almost every line. Although not circulating largely in the State, it built up a mailing list that ran up to a hundred thousand or more. So successful was the paper that at the village is found one of the best equipped newspaper plants in the State. Special trucks carry each issue about five miles to the nearest railroad station. At the same place and developing later, is "The Lash", also a weekly paper of somewhat similar proportions, which is classed as an independent, but also has the sting. Its circulation, scattered over a wide territory, is given as 30,000.

DAILY PAPERS DEVELOPING

In the afternoon field, passing mention should be made of half a dozen of the papers published at the larger towns, including the Twin-City Sentinel, Winston-Salem, considered the most attractive paper in the State in make-up and typographically; the Raleigh Times, edited by an exceedingly brilliant, versatile and, at times, sarcastic young man; the Charlotte News, one of the best financial successes in the State; the Asheville Times; the Greensboro Record; the

SAVORY LOVING CUP AWARD WON BY 13 N. C. WEEKLY NEWSPAPERS

The Savory Loving Cup, a trophy presented to the N. C. Press Association in 1922 on the occasion of the 50th anniversary of its organization by Walter H. Savory, for many years a regular attendant at the conventions as Southern representative of the Mergenthaler Linotoype Co., was awarded to newspapers in the weekly field for 13 years, until all vacant space on the cup was occupied by the names of the winners.

Mr. Savory, popular with all of the members, decided to offer the cup in North Carolina only for general excellence of newspapers. The award was made at each annual convention by a secret committee named by officers of the association. The cup was kept by the winner during the ensuing year and was returned to the convention for re-award each year. The cup is now proudly displayed in the School of Journalism at the University of North Carolina.

The Hertford County Herald, Ahoskie, won the cup for two years in succession and The Elkin Tribune won it twice, with an interval between.

Inscription on one side of the cup, dashes (—) indicating ends of lines, reads as follows:

"Savory Loving Cup—presented by—Walter Harriman Savory—honorary member—of the—North Carolina Press Association—on its—Fiftieth Anniversary—July, 1922—awarded for excellence of typography—make-up and general effectiveness—of publication—1922."

Inscribed on the other side are the names of winners and years won, headed by the word "Awarded", as follows:

The Smithfield Herald—1922
The Pilot, Vass, N. C.—1923
Hertford County Herald, Ahoskie, N. C.—1924
Heltford County Herald, Ahoskie, N. C.—1925
The Sun, Rutherfordton, N. C.—1926
The Roxboro Courier, Roxboro, N. C.—1927
The Wilkes Patriot, Wilkesboro, N. C.—1928
The Albemarle Press, Albemarle, N. C.—1929
The Cleveland Star, Shelby, N. C.—1930
Lenoir News-Topic, Lenoir, N. C.—1931
The Elkin Tribune, Elkin, N. C.—1932
Rutherford Co. News, Rutherfordton, N. C.—1933
The Elkin Tribune, Elkin, N. C.—1934

(Thanks to Miss Beatrice Cobb, Roy Parker, and Prof. Jack Riley for data.)

Durham Sun and the Wilmington Despatch, the latter of which has recently changed hands. These papers are all published in towns that have morning papers also, some of them suffering from the competition and others from limited territory in which to circulate.

The morning field is more restricted, but the papers offer a more interesting study. Eliminating, for the present, the three leading morning papers, it is proper to mention half a dozen others that are developing rapidly, in most instances, although all have passed through their perilous stages. The Winston-Salem Journal, published at the largest city in the State; the Asheville Citizen, issued in one of the greatest resort cities of the nation; the Durham Herald, in the city made famous by the Dukes and other tobacco manufacturers, and the Wilmington Star, published at the State's only seaport town and at the place at which the State's second paper was started, are included in this class.

THREE LEADING DAILIES

And now comes the "triumvirate", the three papers that have come to be known as State papers, having circulations which cover the entire State, even though thin in places. These are the Raleigh News and Observer, the Charlotte Observer and the Greensboro News, all having the progress and development of the State as their watchwords, but all pursuing different lines, going about it in different ways, each jealous of the other and frequently taking advantage of opportunities to "strike out" at the others. While, as stated before, all are for progress and development, if "hobbies" may be selected, the News and Observer stands for the common people, as against the "interests"; the Charlotte Observer stresses industrial development; the Greensboro News tends toward the commercial and, as an independent in politics, serves as a check on the others. A paragraph on each of these papers is needed to complete the story.

The News and Observer is Josephus Daniels, former Secretary of the Navy. After running a weekly paper in a smaller town, he, as a young man, went to Raleigh and became associated with the late Walter Hines Page in publishing the State Chronicle. Later he took over the paper and through combinations, his News and Observer, in the early '90's resulted. Located at the State capital, this paper has entered into the fights and controversies that have developed, fighting for prohibition and white supremacy in the notable campaigns around 1900, education, opposition to class control and against the "interests", including the big tobacco and cotton manufacturers, power companies and other "big business" activities. Recent fights have been against legislation exempting stocks in corporations outside the State from taxes and against issuing bonds for completing the State highway system. The paper claims that the latter fight was based on a desire to "see the end" of heavy bond issues, while it has brought forth the criticism that the newspaper is an obstructionist and is playing politics. Needless to say, the News and Observer is a strongly partisan Democratic paper.

THE OBSERVER CONSERVATIVE

The Charlotte Observer has been classed as a conservative newspaper practically all through its more than half a century's history. Up to a dozen or more years ago, it was edited for many years by the late J. P. Caldwell, a virile and able editor of the old school, who was both admired and feared. He was "wet" and one of the bitterest fights in the history of North Carolina journalism was between him and Mr. Daniels, into which personality was injected, without check. Passing from his hands into those of business men, not newspaper men, this paper suffered a relapse, until it was taken over a few years ago and put on a business basis. Incidentally, it is probably the best paying newspaper in the Carolinas today. This paper plays up as much as it will bear all news relating to industrial, educational, agricultural activities and good roads news and devotes its editorial columns largely to such progressive movements. Politics, of course, is not neglected, this paper also being in the aggressive Democratic column.

EDITOR JOSEPHUS DANIELS WAS DISTINGUISHED STATE CITIZEN

Josephus Daniels, who became one of North Carolina's most distinguished citizens, was a newspaper man for almost 70 years, from the time he was 16 until his death at 85. This is probably a record in span, although Mr. Daniels was away from his editorial desk for some 18 years. As a result, numbers of North Carolina newspaper men have had longer continuous and unbroken spans at the desk than did Mr. Daniels.

Mr. Daniels started a little paper, The Cornucopia, at Wilson in 1878 and two years later acquired an interest in The Wilson Advance, control of which he purchased a year later and operated for four years. It was while here, in 1884, that he was elected president of the N. C. Press Association, when 22 years of age. He attended his first press meeting at Catawba Springs in 1879 as one of half a dozen "boy editors" or amateur editors. His attendance was continuous after that.

In 1885 Mr. Daniels moved to Raleigh as editor of The State Chronicle. He had his ups and downs and in 1892 he was appointed chief clerk in the Interior Department. After two years he returned to Raleigh and bought, with the help of 100 friends who took stock with him, the News and Observer, at auction for $6,800. Here he remained and returned from periods of public service, until his death, early in 1948.

Mr. Daniels was a fighter, slugging away with his stubby pencil in editorials against privilege and the money barons, corruption in high or low places, fighting for the common people, for education, for church, for temperance and for the Democratic party. It was his political activities that resulted in his first clerkship in Washington; his service for eight years as Secretary of the Navy under President Wilson; his service under his former assistant, F. D. Roosevelt, as Ambassador to Mexico for seven years; his post as national committeeman for North Carolina for 20 years.

He was the stub pencil author of close to a dozen books, among them "Life of Ensign Worth Bagley"; "The Navy and the Nation", "Our Navy at War", "Life of Woodrow Wilson", "Tar Heel Editor", "Editor in Politics", "The Wilson Era" (in two volumes), "Shirtsleeve Diplomat", and had started "Life Begins at 75", promising another book on the 100th anniversary of his birth.

Mr. Daniels was a Methodist Church lay leader, and a leader of the dry forces in the State. He studied law at the State University around 1885 and was one of its trustees for 46 years.

The Greensboro News is a later addition to the trio. Started some 25 years ago as a Republican State organ, it was not many years before it found itself "on the rocks". Later reorganization placed it in the "independent" category and, as such, with progressive and forward looking policies, it has reached a place of importance in the State. Many of the leading Republicans of the State are supporters of this publication, while it finds its way into the homes of many of the Democrats who are not strong in their partisanship. One feature, which is passing off the page of so many papers, is the editorial paragraph, which proves an attractive feature of this paper.

EFFECTIVE ADVERTISING

The effect of the new era in North Carolina journalism may be seen in no better way than to give two instances, one illustrating the value of news-publicity; the other of advertising. Six months before the meeting of the General Assembly of two years ago, (1921), T. L. Kirkpatrick, president of the Citizens Highway Association of North Carolina, suggested and began a fight for a bond issue of $50,000,000 to construct a hard-surfaced system of roads connecting every county seat and principal town. He was laughed at, called a fanatic and even a plain fool. He perfected his organization and delegated the writer to get out a weekly news letter —propaganda—four months before the General Assembly's meeting. From 25 to 100 papers received this service weekly, most of them played it up and added to it and before the Legislature adjourned, it had done what was considered impossible. Moreover, at the session just ended, (1923), it added $15,000,000 to complete the highway system. Counties in the State have added probably $40,000,000 more for developing the roads within their boundaries.

The other instance. About the same time, two and a half years ago, (1920), the institutions of higher education realized they were not keeping pace with the development of the common and high school systems of the State and were unable to accommodate more than half the students seeking admission. A loose organization was formed and a propaganda fund of several thousand dollars was raised by alumni and friends. This was used to give, in page advertisements in all of the leading daily and weekly papers in the State, the status of the institutions. The institutions asked for $47,000,000, approximately, for seven-year building programs. The legislature, which had sadly neglected these institutions in the past, gave its proportional part of the amount asked, for a two year program, leaving later legislatures to make the appropriations for succeeding years.

Printing Industry of the Carolinas, Effective Group

By HENRY L. WEATHERS, *Shelby Daily Star, President, Printing Industry of the Carolinas, Inc.*

The Printing Industry of the Carolinas, Inc. is serving effectively the printers of North Carolina and South Carolina today because, about a score of years ago, far-seeing and persistent members of the industry had the vision of what such an organization could mean. Though the association comprises two states, this article primarily concerns the North Carolina industry and trade organization.

The history of the association goes back many years, to the early part of 1900, when the heads of several of the larger printing firms met informally on occasions to discuss their mutual problems. In late 1931 and early 1932, necessity for cooperation, the depression of 1929, and the days that followed with NRA, brought the printers together in an organizational meeting. An association was formed in which they could exchange information and opinions on better ways of accomplishing their aims and thus help the industry as a whole. At that time, the volume and prices of printing had dropped to a low level in the State. In October, 1932, the first meeting of the Carolina Master Printers Association was held in Greensboro. Mr. A. G. Gordon of Winston-Salem was elected president.

The first Board of Directors meeting was held in March, 1933, consisting of such outstanding individuals as Banks R. Cates, C. G. Harrison, Jos. H. Hardison, Fred E. Little and W. H. Fisher. These men personally subscribed sufficient funds to get the association financially established. Through the years many others have contributed to the growth and progress which is responsible for the present strength of the group. Among some of these are W. M. Pugh, who served the association for four years as secretary-treasurer, and later as president for three years; Norman Foust, who served as president for two years during the second World War; Jos. J. Stone, who in 1941 was made an honorary

OFFICERS AND DIRECTORS OF THE PRINTING INDUSTRY OF CAROLINAS

Present officers and directors of The Printing Industry of The Carolinas, Inc., abbreviated to PICA, composed of printing firms of North and South Carolina, are as follows:

Officers: Henry L. Weathers, Star Publishing Co., Shelby, president; Frank R. Kuhn, Jr., Williams Printing Co., Spartanburg, S. C., vice-president; Guy B. Ephland, Alamance Printing Co., Burlington, secretary and treasurer; James P. Furlong, John J. Furlong & Sons, Charleston, S. C., ex-officio; Eugene H. Salmon, Graphic Knoll, Columbia, S. C., executive secretary.

Directors: Charles E. Stone, Crowson-Stone Printing Co., Columbia, S. C.; Jord H. Jordan, The Herald Press, Charlotte; Robert A. Little, Wilmington Printing Co., Wilmington; F. P. Earle, Greensboro Printing Co., Greensboro; A. M. Beck, The Graphic Press, Raleigh; J. Wilbur Little, Electric City Printing Co., Anderson, S. C.

member for life, the only such North Carolina member (In 1945 Mr. Charlie Band of Spartanburg, S. C., was made honorary member) ; and many more that space does not permit naming.

In 1934 the trade group was incorporated into the "North Carolina Master Printers Association, Inc." under the leadership of W. H. Fisher. During the next few years interest in the association began to lag and in September, 1939, it found itself with only 20 members and a bank account of less than $100. Seeing the necessity for strengthening the organization, the directors then approved inviting paper and supply firms to become associate members.

The State was divided into four districts, with a vice president in each. A drive was started for new members, and by the annual meeting in July, 1940, at Wrightsville Beach the membership had grown to fifty and a budget of $8,000 was adopted and raised. An executive secretary was employed, and new life and interest in the association was manifested.

In 1943 the membership approved an amendment to allow South Carolina printers in the association, and the name was changed to the "Carolinas Master Printers Association, Inc.", including both states. It was called this until 1946 when the name was revised making it what it is today—the "Printing Industry of the Carolinas, Inc." A plan was approved setting up several regional meetings to be held during the year in key cities, throughout the Carolinas. J. C. Keys of South Carolina offered it, saying it would take the association to the people who were not able to attend the annual meeting. This plan has been in use for several years with splendid success.

The association has continued to grow and develop until today there 116 firms which are members and about 30 which are associate members. The latter are paper houses, ink companies, and machinery manufacturers.

PICA has done much to promote the industry and help both small and large printers. Since World War II, many of the printers have greatly enlarged their facilities and improved the type and quality of their work, and it is estimated the volume of printing in North Carolina within the last ten years has tripled. There are a number of large and outstanding printing firms doing work that goes into every one of the 48 states.

North Carolina should be proud of this industry and the growth it has made. It continues to bring new printing orders to the State and our organization is recognized as one of the best in the South. As an industry, it is on top in its wage scale, and from an unemployment standpoint it is close to the bottom. The records will show that there is very little labor turnover, and that the percentage of unemployed printers and claims for unemployment compensation is as low as any industry in the State.

In 1947 the association employed a paid executive secretary. He was Eugene Salmon, who continues in that capacity. He is widely experienced in printing and its allied branches. This year the PICA became affiliated with the Printing Industry of America, a national organization. This gives all North Carolina printers the benefits and services of the national trade group, which is one of the best national trade associations in the country.

The association has a monthly dues schedule, based on the individual firm's volume of business, and today is financially very stable. The Board of Directors is composed of the officers, plus six directors.

PICA has grown and strengthened so that today the commercial printers of North Carolina can face the future with more confidence than ever before, and with security and assurance of solving its problems and benefiting its members.

The following have served the association as officers:

Year	President	Secretary-Treasurer
1932	A. G. Gordon	Noble R. Medearis
1933	W. H. Fisher	C. G. Harrison
1934	W. H. Fisher	C. G. Harrison
1935	W. E. Seeman	W. M. Pugh
1936	Owen G. Dunn	W. M. Pugh
1937	J. A. Kellenberger	W. M. Pugh
1938	W. B. Hall	W. M. Pugh
1939	W. M. Pugh	Wallace Seeman
1940	W. M. Pugh	George Moore, Jr.
1941	W. M. Pugh	Robt. C. Carmichael
1942	Norman W. Foust	E. M. Preston
1943	Norman W. Foust	Vander Liles
1944	Paul Robinson	W. B. Hall
1945	J. H. Hardison	Frank Bynum
1946	Claude Rhodes	James P. Furlong
1947	Robt. C. Carmichael	Robt. M. Allgood
1948	Hanes Lassiter	Norman W. Foust
1949	James P. Furlong	Claude Rhodes
1950	Henry L. Weathers	Guy B. Ephland

Press Notes: Interesting Items of People and Papers

Publisher Lee B. Weathers, of the Shelby Daily Star, has gathered one copy each of at least 12 papers that have been published in Cleveland County since its formation 110 years ago, has them framed and will present them to Gardner Webb College Library at Boiling Springs.

The Thomasville Tribune, operated by H. A. Cecil, Sr., formerly with The High Point Enterprise, and H. A. Cecil, Jr., moved into a modern new building last year, at which time they purchased The Thomasville News-Times and merged it with The Tribune. The firm also operates a large office supply and equipment store.

WILLIAMSTON MANNINGS

The Williamston Enterprise has been operated by the Manning family since 1908. W. C. Manning was editor and publisher until his death in 1938. Since then W. C. Manning, Jr., and F. M. Manning have operated with W. H. Booker as a partner. This firm also publishes The Weekly Herald, Robersonville, and The Roanoke Beacon, Plymouth. W. C. Manning, Jr., was last year's president of the Eastern N. C. Press Association.

The Shelby Daily Star probably has another record: only one former employee has filed a claim for unemployment compensation since the Employment Security Law was enacted in 1936.

AGED WILMINGTON STAR

The Wilmington Morning Star was established about two years after the Civil War in 1867 by Major William H. Bernard as an afternoon newspaper, becoming a morning

North Carolina State Library Raleigh

paper a month later. It has the distinction of being the oldest or second oldest continuous daily newspaper in North Carolina with the original name. Since 1929 The Star has been operated by R. B. Page, who acquired The Wilmington News and established the Sunday Star-News.

BEASLEY-BRYANT-NOELL

Roland F. Beasley, editor of the Monroe Journal, and H.E.C. (Red Buck) Bryant, Route 1, Matthews, retired (but still writing) Washington newspaper correspondent, were the center of attraction at the Press Institute at Chapel Hill and Duke University in January. Mr. Beasley, 80, has edited the Monroe Journal for more than 57 years. Mr. Bryant, 78, has been writing about as long, first for The Charlotte Observer, for many years in Washington, and now for fun. Many old-timers, Ralph Graves, Oscar Coffin, Bob Madry, your reporter, and many others sat at their feet for hours.

But even they take off their hats to J. W. Noell, editor of the Roxboro Courier-Times, 89, who was too busy to enter into the Press Institute frivolities, but he "sent a hand," his daughter, Mrs. Lee B. Weathers, of Shelby.

W. Thomas Bost, dean of Raleigh correspondents, is the youngest 70-year-old man to be seen. Coming from the Salisbury area, he worked in that city, in Durham, in Greensboro, and for around one-third of a century he has been racing around Raleigh as correspondent, sermon writer, "blockade" preacher, anti-prohibition teetotaler, candymaker, debunker, and constructive promoter.

E. A. Resch, Siler City; John B. Harris, Albemarle, and Carl C. Council, Durham, were named by President Henry Belk, of the N. C. Press Association, at the Chapel Hill meeting as the Nominating Committee, to present a slate of officers at the summer press meeting.

Dr. Samuel M. Holton was named early in 1951 as editor of "The High School Journal," published at Chapel Hill, to succeed Dr. W. Carson Ryan.

Harry Wild Hickey, 47, telegraph editor and editorial writer, with the Fayetteville Observer since 1942, died Feb. 14, 1951. In the 1920s he had been with the Associated Press in the Raleigh and Columbia, S. C., bureaus.

HONORS NEGRO PRINTER

Robert S. Jervay, who founded the R. S. Jervay Printing Co. in Wilmington 50 years ago as a job shop and printed The Cape Fear Journal until his death in 1941, was honored recently by the Wilmington Housing Authority when a new Negro housing project was named Robert S. Jervay Place. One of his sons publishes The Wilmington Journal and another publishes The Carolinian, Raleigh, and The Carolinian, Winston-Salem.

Santford Martin has been editor of The Winston-Salem Journal, and later of The Twin City Sentinel, since 1915, continuing his editorial writing even while private secretary to Governor T. W. Bickett. He was president of the N. C. Press Association, 1917-18.

The Wilkes Patriot, Wilkesboro, was established in 1906 and edited for several years, until consolidated with The Journal in North Wilkesboro as The Journal-Patriot, by Charles H. Cowles, former Congressman, State Senator and State Representative. Publisher A. N. Critcher, of the Oxford Public Ledger, was with The Patriot for a time until the consolidation in 1932.

The Biblical Recorder, Raleigh, was established in 1835 by Thomas Meredith as The North Carolina Baptist Interpreter, started by Dr. Meredith in 1833 in New Bern. The publication was moved to Raleigh in 1838 and is said to be the oldest corporation in Raleigh, and has a circulation of around 42,000. It is the organ of the Baptist State Convention but was owned privately until 1939. Former prominent editors were Senator Josiah W. Bailey, Dr. Hight C. Moore and Dr. Livingstone Johnson.

The Carolinian, Raleigh, published by P. R. Jervay, is one of the three North Carolina newspapers in which this publisher is interested. The Winston-Salem Carolinian is an affiliated publication, and the Raleigh print shop prints The Wilmington Journal.

North Carolina Education, Raleigh, organ of the North Carolina Education Association, was founded in 1906 by Dr. E. C. Brooks and H. E. Seeman, for the State Department of Education. Former editors and publishers have been Dr. Brooks, W. F. Marshall, Dr. A. T. Allen, M. R. Travue, M. L. Wright, Jule B. Warren, Fred W. Greene and Mrs. Ethel Perkins Edwards, present editor. John Bikle has been business manager some 25 years.

The State, Raleigh, is an unusual type of publication, established in 1933 and still edited and published by Carl Goerch, former Washington, N. C., newspaper publisher. This magazine, with a circulation exceeding 21,000, carries the usual as well as unusual incidents, past and present, of the State of North Carolina.

The Raleigh Times, established in 1879 as The Evening Visitor, has been connected with several other Raleigh publications, including The Daily Press, The Press-Visitor, The Times-Visitor and The Raleigh Evening Times. John A. Park has been editor and publisher since 1911. Three sons are now on the staff, John, Jr., Ben, and Albert Park.

W. E. Rutledge has been editor and publisher of The Yadkin Ripple, Yadkinville, for 41 years. He is now assisted by his son, W. E. Rutledge, Jr. Mrs. Mattie Johnson Hall, who established the paper at East Bend in 1892, died last January in Winston-Salem, age 88.

Miss Beatrice Cobb, secretary, N. C. Press Association, assumed publication of The Morganton News-Herald when her father, T. G. Cobb, died in 1916. She established The Valdese News in 1939.

SHARPES OF LUMBERTON

The Lumberton Robesonian, established in 1870 by W. S. McDiarmid and later edited by his brother, W. W. McDiarmid, for many years, was published for 40 years by J. A. Sharpe until his death in 1947. J. A. Sharpe, Jr., is the present editor. An asosciate editor in its earlier days was Hamilton McMillan, who helped get the Pembroke Normal School for the Indians of Robeson County. One of the oldest businesses in Robeson County, The Robesonian has been a weekly, semi-weekly, tri-weekly and became a five-day daily in 1940.

J. B. Benton, former legislator, published The Benson Review for more than a quarter of a century until his death last year. His daughter, Mrs. Margaret B. Smith, continues the publication.

Duke University Archive (Trinity Archive) is said to be the oldest continuous literary publication in the South. In 1943, due to war conditions, it was consolidated with The Duke and Duchess, humor magazine, but the two were separated again in 1945.

Todd Caldwell was connected with The Moore County News, Carthage, The Benson Review, The Kannapolis Independent and The Dunn Dispatch before establishing The Independent at Fuquay Springs in 1935.

Allen J. Maxwell, late State Commissioner of Revenue and candidate for Governor, worked on The Wilmington Star around the turn of the century and purchased and operated The Columbus News (now News-Reporter) at Whiteville for several years.

D. M. Spurgeon, publisher of The Avery Scenic Press, Newland, with Carl D. Osborne as editor and manager, has installed one of the most complete and modern small print shops in the State. Mr. Spurgeon publishes two other newspapers, one in Virginia and one in Mountain City, Tenn.

A. C. Huneycutt, Albemarle, established The Kernersville News as successor to The Leader in 1937 with Fred P. Carter as managing editor. Soon afterward Mr. Carter purchased and has since published The News. Mr. Huneycutt is a former president of the N. C. Press Association but abandoned publishing to practice law. He formerly published several weekly papers.

The Dunn Dispatch, established in 1914 by L. Busbee Pope, former legislator, has published this paper as a weekly, semi-weekly and tri-weekly. During the past four years it has been published by his sons, L. B. Pope, Jr., and William H. Pope, and Hoover Adams, under lease from the owner.

TRAINS AD. EXECUTIVES

Furniture South, High Point, is the only Southern publication devoted to the important manufacturing and retailing furniture interests. It was purchased in 1947 by N. I. Bienenstock, publisher of Furniture World. Former editors include Noble T. Praigg, executive secretary of Associated Industries, Inc., High Point; Harold C. Bennett, president of Bennett, Inc., High Point, handling the State's advertising program; and C. B. Houck, head of Houck Advertising Agency, Roanoke, Virginia.

NEW MOUNTAIN RATTLER

Game Fowl News, Asheville, devoted to game chickens and circulated over North America, was sold recently by

R. S. Meroney to northern interests and will be published elsewhere. However, Mr. Meroney has plans for a small unusual publication starting early this year to be known as The Mountain Rattler, described as a non-profit enterprise without advertising, with no subscription price, "Agin' everything and everybody." A rattlesnake adorns the masthead.

The Southern Pines Pilot is edited and published by Mrs. Katharine Boyd, distinguished widow of the distinguished author, James Boyd. Other noted former editors were Bion H. Butler, Nelson A. Hyde and Carl Thompson.

The Jones County Journal, Trenton, is a new weekly publication established in 1949, edited and published by Wilbur J. and Muriel G. Rider.

American Newspaper Boy, Winston-Salem, is an unusual monthly publication established by Bradley Welfare, its editor and publisher, in 1927. It is sold in bulk to approximately 200 daily newspapers in the United States and Canada and is distributed free by them to their carrier boys.

Asheville News, formerly West Asheville News, established in 1926 by Oscar Barrett as The Asheville Advocate, now is operated by Frederick Severance as a Republican newspaper. Walter A. Ward was publisher for several years, and an earlier publisher, Harold Thoms, is now president of Radio Station WISE, Asheville, and WAYS, Charlotte.

The Carolina Quarterly, U.N.C. College literary publication, was established in 1948 by students, as a successor to The Carolina Magazine, established in 1844. Local area sponsors include John Sprunt Hill, Betty Smith, Paul Green, Dr. Norman Foerster, Josephina Niggle, William M. Prince and others. Faculty advisers include Dr. Lyman Cotten, Walter Spearman, Charles Eaton, Phillips Russell and Dr. Harry Russell.

CHARLOTTE OBSERVER LARGEST

The Charlotte Observer in 1916, when it was purchased by Curtis B. Johnson and Walter B. Sullivan, had a circulation of about 13,000 daily. Last year the circulation was 138,000 daily and 145,000 Sunday—the largest in North Carolina. James A. Parham has been managing editor and associate editor for 34 years. Mr. Parham, Ernest B. Hunter, managing editor since 1941, and Rupert Gillett, both with the paper since 1929, form the editorial board. Former noted editors were Joseph P. Caldwell, Wade H. Harris and Dr. Julian S. Miller.

The Carolina Journal of Pharmacy, Chapel Hill, established in 1915 by the N. C. Pharmaceutical Association, was edited from its beginning until 1940 by the late Dean John Grover Beard and since that time by W. J. Smith. Miss Alice Noble produced most of the copy used for 20 years, 1920-40.

PROMINENT PEOPLE ON N. & O.

The News and Observer, Raleigh, established in 1865 as The Sentinel, by William Pell, has had many prominent names associated with it since that time. Josiah Turner succeeded Mr. Pell. The News was established in 1872 by Jordan Stone and W. H. Uzzell; The Observer in 1876 as a successor to The Sentinel. It became The News and Observer in 1880 with Captain Samuel A. Ashe as editor and Fred A. Olds as assistant editor.

Josephus Daniels, who came to Raleigh from Wilson as editor of The Chronicle in 1885, bought The News and Observer in 1894 and was editor and publisher until his death 54 years later in 1948. His son, Jonathan Daniels, has since been editor. Other papers absorbed by The News and Observer, or dropped, included The Conservative, The State Chronicle, The Intelligencer, The Farmer and Mechanic, The North Carolinian, The Daily Call and The Carolinian.

Distinguished people connected with the paper were Leonadus L. Polk, Walter Hines Page, Edward A. Oldham, Hal W. Ayer, Randolph A. Shotwell, D. H. Browder, Thomas R. Jernigan, John Wilbur Jenkins, Ben Dixon McNeill, Frank Smethurst, John Livingstone, and numerous others.

William E. Horner, editor and publisher of The Sanford Herald for 20 years, has represented his county in the General Assembly and was twice candidate for Congress. He is a former president of the N. C. Press Association.

SHELBY STAR STARS

The Shelby Daily Star has set some kind of a record for prominence of its staff. It was established as a weekly paper by the present U. S. Senator Clyde R. Hoey. Its publisher, Lee B. Weathers, has been State Senator for four consecutive terms. Its managing editor, Holt McPherson, is president of the Journalism Foundation of the U. N. C. School of Journalism and a director of the N. C. Press Association. Its business manager, Henry Lee Weathers, son of the publisher, is president of the Printing Industry of the Carolinas, Inc., (two states). Earlier staff members have included Johnny and Pete McKnight; H. W. Kendall, editor, Greensboro Daily News; O. L. Moore, publisher, Laurinburg Exchange; Ben Roberts, Durham banker; Cameron Shipp, noted writer, and others.

THAT LASSITER FAMILY

Lassiters have been connected with the operation of The Smithfield Herald for 55 years. T. J. Lassiter, Sr., became a partner in 1895, was editor for 25 years until his death in 1920. Mrs. Lassiter continued in the partnership. Her two sons entered the plant as they grew up and are now partners with their mother. W. C. Lassiter is Raleigh city attorney and attorney for the N. C. Press Association. T. J. Lassiter, Jr., editor and publisher, is a former president of the Eastern N. C. Press Association and former instructor in journalism at Carolina.

Mrs. Stella H. Anderson, associate publisher and editor of the Skyland Post, West Jefferson, and the Alleghany News, Sparta, is president of the State Federation of Women's Clubs.

Victor Meekins, former sheriff of Dare County, is publisher of The Coastland Times at Manteo, The Hyde County Herald at Swan Quarter, and The Belhaven Pilot. Mrs. Meekins was the daughter of the late Harry P. Deaton, for many years publisher of The Mooresville Enterprise.

The Atlantic Publishing Co., Tabor City, owned by W. Horace Carter and Mark C. Garner, publishes The Tabor City Tribune and two South Carolina papers, The Myrtle Beach Sun and The Ocean Beach News at Ocean Drive, printing these papers in the Tabor City shop.

The Reidsville Review has been in the Oliver family since it was established in 1888 by R. J. Oliver, Manton Oliver and John T. Oliver, all deceased. Present editors of the second generation are C. R. and W. M. Oliver.

The Rockingham Post-Dispatch has been published since 1917 by Isaac S. London, who bought and consolidated The Post, established in 1909, and The Dispatch, established in 1916, and, the editor admits, is still going strong. Earlier he published the Siler City Grit.

The Rocky Mount Telegram was established in 1910 as The Morning Telegram, but after four months shifted to the afternoon field. Josh L. Horne, Jr., is editor and president of The Rocky Mount Publishing Co., owner. The paper started on a seven-day schedule with a Sunday morning paper in 1949.

NOELL EDITOR 65 YEARS

In 1886 the two Noells, J. A. and J. W., purchased The Roxboro Courier, established five years before. J. W. Noell purchased the interest of his brother, John A. Noell, in 1920. The Roxboro Courier and The Person County Times were consolidated in 1944. So J. W. Noell has been dishing out information to the Person County citizenship for 64 years. He has also represented his district in the State Senate.

The Rutherford County News, established by R. E. Price and associates, celebrated its 25th anniversary last year and the fifth year of the full ownership by Mr. Price. He served as president of the N. C. Press Association for the year 1949-50.

J. F. Hurley, who established The Concord Tribune in 1900 and sold it to John B. Sherrill ten years later, purchased The Salisbury Post and was editor and publisher until his death in 1936. Since that time his son, J. F. Hurley, Jr., has been publisher and Spencer Murphy has been editor.

WHEREVER THE SUN SHINES

The Sanatorium Sun, published monthly by the Extension Department of North Carolina Sanatorium and devoted to tuberculosis and health, has subscribers in Ireland, Europe, Canada, South America, Mexico, China and Hawaii, in addition to many of the United States.

John M. Gibson, former editor, is director of the Division of Public Health Education in Alabama and author of "Physician to the World: The Life of General William C. Gorgas," published by Duke University Press last November.

North Carolina Law Review, Chapel Hill, published quarterly by the University School of Law, was established in

1923 by Dean Maurice T. VanHeck, who was its first editor. Since 1939 it has been edited by top ranking law students with faculty advice.

GOLF WORLD GOES PLACES

Golf World, weekly, established in 1947 by Robert E. Harlow at Pinehurst, has a circulation of more than 7,000 copies going to leading golf players in every state and more than 30 foreign nations and territories. This year the publication will go on news stands for the first time. Mr. Harlow, publisher of The Pinehurst Outlook for 15 years, sold that paper and plant last year to devote full time to Golf World, setting up a new plant to print it. He was former manager for Walter Hagen, nationally known golfer, and worked for newspapers and news agencies for several years and has been publicity man for Pinehurst, Inc.

Gordon H. Greenwood, editor of The Black Mountain News, is a graduate of the University of Illinois School of Journalism and was formerly with The Champaign (Ill.) News-Gazette. He was a psychologist with 96th General Hospital in the European Theatre in World War II.

NEWS FOR WALDENSIANS

The Valdese News, published by Miss Beatrice Cobb and edited by Richard H. Byrd, is the semi-official publication of the Waldensian people who migrated from the Cotian Alps (Italy) in 1893 and formed the settlement at Valdese. The Valdese News is probably one of the most localized papers in the State, devoted almost entirely to the interests of the Waldensian community it serves. A former editor, Marcel Tron, was a native Waldensian and the paper is replete with Waldensian names and reflects the native ways, manners and thoughts of the Waldensian people.

Alfred E. Whitmore, who published the Williamston Enterprise for 18 years around the turn of the century, and who brought the first two-revolution flatbed printing press to Martin County, patented the coupon book system for charge accounts. He died not long ago in Virginia.

The Mr. Dail who established the Williamston Enterprise in 1889 is said to have cut the masthead of the paper out of a piece of hardwood.

The composing stone used in publishing The Outlook at Yadkinville, started in 1886 by a Mr. Henry and later suspended, was made into a headstone, properly engraved, and still marks the grave of Mrs. Spencer, a cultured woman, in the Yadkinville cemetery.

OUR "MOTHER OF THE YEAR"

Mrs. E. F. McCulloch, editor of The Bladen Journal, Elizabethtown, last year was selected as "Mother of the Year" by the Golden Rule Foundation on recommendation of a State committee, of which Mrs. Stella H. Anderson, editor of The Skyland Post, West Jefferson, and president of the State Federation of Women's Clubs, was chairman.

Edward J. Hale, publisher of The Fayetteville Observer, the State's oldest newspaper, served as Ambassador to one of the South American countries for several years around the turn of the century.

Weimar Jones, publisher of The Franklin Press, was State director of the Office of War Information for a year or two during World War II. Previously he had been on The Asheville Citizen for 18 years.

Robert L. Gray, Jr., for several years editor of The Fayetteville Observer, is now in service in the Korean area. He also served in World War II.

The Weekly Southerner, Tarboro, is described in "Nonnulla," a book written in 1930 by Bishop J. B. Cheshire and published by Edwards and Broughton, Raleigh.

W. J. McMurray, publisher of Racing Form for many years, purchased The Durham Sun and The Fayetteville Observer in 1923 for his son-in-law. Soon after the purchases the son-in-law was killed in an accident.

BIG BOYS ON THE DISPATCH

The Lexington Dispatch has been owned, edited, published and written for by many prominent citizens. T. V. Eldridge, who established it, was later mayor of Raleigh. H. B. Varner, its publisher for many years, also published a magazine, "Good Roads," and served as State Commissioner of Labor and Printing for two years. Col. A. L. Fletcher, Raleigh; S. R. Winters, later radio special writer, Washington, and George B. Cochran were editors. Gerald Johnson, noted author, was a reporter. E. E. Witherspoon has been editor for some 35 years. Fred O. Sink and his sons have been publishers for more than 30 years.

The name Myrover has long been associated with The Fayetteville Observer. John R. Myrover and George G. Myrover, Sr., were publishers before the turn of the century. George G. Myrover, Jr., is now managing editor.

Parker Brothers, J. Roy, former UNC Journalism professor, and Mayon, perennial secretary of the Eastern N. C. Press Association, operates one of the real modern newspaper and printing plants in the State at Ahoskie. Here are printed their four weekly papers: Hertford County Herald, Ahoskie; Bertie Ledger-Advance, Windsor; Northampton County News, Jackson, and Gates Index, Gatesville; also the North Carolina Farm Bureau News, for N. C. Farm Bureau, and a lot of commercial job printing.

Thomas Wolfe, author of "Look Homeward, Angel", etc., was editor of the Daily Tar Heel at Chapel Hill while a student there. So was Orville Campbell, owner of the Colonial Press, who has written several songs, including "All the Way, Choo Choo" (Charlie Justice). Rolfe Neill is managing editor.

The 1300 issues of the UNC News Letter constitute the greatest body of knowledge about North Carolina to be found in any State in the Union, Dr. S. H. Hobbs, Jr., editor, believes. It goes to about 11,000 persons fortnightly.

LOUIS GRAVES AND WEEKLY

Louis Graves, Chapel Hill native, for a number of years a successful reporter on some of the larger New York newspapers, returned home around 1920 and after a few years as head of the Journalism Department of the University, started the Chapel Hill Weekly March 1, 1923.

The Weekly, a folksy, down-to-earth community sheet, is, as the New York Times once said: "unique in American journalism". The New York Herald-Tribune said: "What this country needs is more papers like the Chapel Hill Weekly". Louis Graves decided not to wear himself out in New York reporting and editing, but gets a whale of a kick out of his Weekly—as do all of his many readers.

David Clark, Charlotte, editor and publisher of the Textile Bulletin, also publishes The Knitter, and the Clark-Smith Publishing Co. publishes Southern Hospitals and Southern Optometrist.

Bill Arp Lowrance, Charlotte, editor and publisher of the Mecklenburg Times, is also publisher of the Belmont Banner and the Mount Holly News, both edited by Bill Barrett.

SOUTHERN MEDICINE AND SURGERY

Southern Medicine and Surgery, Charlotte, established in 1856 by the N. C. Medical Society as the North Carolina Medical Journal, is probably the oldest such organ in the State. It absorbed the Wilmington Medical Journal and the Charlotte Medical Journal along the way. For the past 30 years it has been the official journal of the Tri-State Medical Association of the Carolinas and Virginia, during which period Dr. J. M. Northington has been editor and publisher.

Former editors have been Dr. Thomas F. Wood, Dr. Robert Jewett, Dr. W. H. Wakefield, Dr. E. C. Register, Dr. J. C. Montgomery and Dr. M. L. Townsend; and Department Editors: Dr. E. J. Wood, Dr. J. K. Hall, Dr. H. J. Crowell, Dr. Wingate M. Johnson, Dr. Hubert A. Royster, Dr. Robert F. Lafferty, Dr. Paul Ringer, Dr. William Allan, Dr. O. L. Miller, Dr. C. C. Orr.

The Cherryville Eagle has been in the same family 45 years, L. H. J. Houser, editor and publisher until his death, and then his son, Fred K. Houser.

The Caucasian, edited by Marion Butler, later U. S. Senator, was a noted paper published in Clinton many years ago. It later moved to Raleigh and was suspended.

The Sampson Independent, Clinton, has been published by F. Grover Britt for around a quarter of a century. O. J. Peterson, long well-known newspaper man, and L. A. Bethune were former editors.

The Concord Tribune was established 50 years ago by J. P. Hurley, who later established The Salisbury Post. In 1910 The Tribune was acquired by J. B. Sherrill, for 32 years secretary-treasurer and for two years president of the N. C. Press Association, who published it until his death. His son, William M. Sherrill, was editor for several years. A. W. Huckle, a South Carolina publisher, but well-known to N. C. newspaper folk, is now publisher.

The Danbury Reporter, established 78 years ago by Dr. John Pepper, is now in its fourth generation of Peppers never having missed an issue. N. E. Pepper, long publisher

and E. Vance Pepper, are editors and publishers now.

The Durham Sun, established in 1889 by James Robinson, was consolidated in 1929 with the Durham Herald, established in 1894 by E. T. Rollins, long its publisher, and J. H. King. Carl C. Council, a former carrier boy, is president of the company and Steed Rollins is vice-president and executive editor.

The South Atlantic Quarterly, literary and historical, established in 1902 at Trinity College (Duke University), has had some distinguished editors, including John Spencer Bassett, Dr. Edwin Mims, Dr. W. P. Few, Dr. W. H. Gleason, Dr. W. K. Boyd, Dr. W. H. Wannamaker, Henry R. Dwire, and for many years now, Dr. W. T. Laprade.

The Elizabeth City Independent, made famous years ago by the colorful W. O. Saunders, was published as a weekly, semi-weekly and as a morning daily (in 1948-49) by George W. Haskett. It was sold by his son, W. F. Haskett, UNC Journalism graduate, who started the Albemarle Star in its place in April, 1950. About six months later Mr. Haskett joined the armed forces and A. J. and Maud McCleland are general manager and editor, respectively .

ED ANDERSON PAPERS

Ed M. Anderson, former president of the N. C. Press Association, is publisher of five weekly newspapers in the mountain area. These include Transylvania Times, Brevard, with John Anderson in charge; Forest City Courier and Spindale Sun, Clarence Griffin editor and general manager, and the Skyland Post, West Jefferson, and the Alleghany News, Sparta, Mrs. Ed Anderson, associate publisher and editor.

Associates of Col. Joseph E. Robinson in founding the Goldsboro Argus in 1885 were Charles B. Aycock, later Governor, and B. W. Nash. Col. John D. Langston and associates founded the Goldsboro News in 1922, consolidated with The Argus to form The News-Argus in 1929 by Talbot Patrick, publisher.

The Henderson Gold Leaf, weekly, established in 1881 by Thad R. Manning, deceased, was published for many years by the Henderson Dispatch Co., Henry Dennis, editor, has been suspended, at least temporarily.

The Hendersonville Time-News is the successor to all papers published in that city for the past 75 or 80 years. Specifically, it was a consolidation of The Times and The News, weeklies, semi-weeklies and then dailies, consolidated in 1926 by J. T. Fain, still editor. A newer weekly is The Western Carolina Tribune, published by Noah Hollowell.

Capus M. Waynick, now ambassador to Nicaragua, former chairman of the State Highway Commission and first acting director of President Truman's Point Four Program, is a former editor of the High Point Enterprise, established in 1885 and becoming a daily in 1905.

The Daily Independent, Kannapolis in a modern home and with 50 employees, was started in 1927 by James L. Moore, present publisher, with an investment of $37.50 on credit—for a typewriter. It became a daily in 1938.

The Kinston Daily Free Press was established in 1882 as a weekly by the late Josephus Daniels and his brother, Charles C. Daniels, and was issued from Wilson for a short time. H. Galt Braxton, a former president of the N. C. Press Association, has been editor and publisher since 1914. It became a daily with the start of the Spanish-American War in 1898. (C. C. Daniels, 86, died March 20, 1951.)

Archibald Johnson, for many years noted editor of Charity and Children, Baptist Orphanage paper and father of Gerald Johnson, widely known writer and author, was editor of The Laurinburg Exchange before the turn of the century, while it was owned by R. D. Phillips, father of Judge Donald Phillips, Rockingham. O. L. Moore, several times legislator, has been editor and publisher since 1919.

LEAKSVILLE NEWS CARRIERS

The Leaksville News, published and edited by J. S. and Richard Robertson, for the textile communities of Leaksville-Spray-Draper and environs, is delivered primarily by carrier boy, plus newsstand sales, with a portion by mail, of the 4,500 copies weekly. The News is printed in a modern new plant with an up-to-date print shop, which also prints three periodicals: The Mill Whistle, each two weeks, house organ of Fieldcrest Mills; Cub Reporter, monthly, for Leaksville High School; The Tattler, monthly, for Draper High School.

The Harnett County News, Lillington, has gone serenely on under the direction of Henderson Steele for 31 years while numbers of publications started, flourished and folded. His son, Frank Steele, joined him as co-publisher in 1947.

George S. Baker, founder of the Louisburg Courier (now Franklin Times) in 1870, was a charter member of the N. C. Press Association in 1873. J. A. Thomas operated from 1875 to 1910, and 40 years ago A. F. Johnson took over and is still going strong. His son, A. F. Johnson, Jr., a UNC School of Journalism product, joined him recently, but is back in the U. S. Navy now.

The Madison Messenger is operated by an experienced crew. Russell M. Spear, native of Amherst, Mass., graduate of Amherst College, 1927, in advertising work in Chicago, and wife, Marion A. Spear, Univ. of Chicago product and daughter of Sherwood Anderson, noted novelist, bought the paper in 1934. Charles E. Brown, native Madisonian, 10 years with Burlington Times-News, joined the partnership in 1947.

The Marshville Home (then Our Home) was established in 1892 by J. Z. Greene, who was a prominent farm organization leader after the turn of the century. L. E. Huggins joined Greene in its early days and continued publication for many years. In 1948 George W. Downes and Don L. Garver bought the plant and the next year incorporated, bringing Mr. Huggins out of retirement as an active official. A modern printing plant was installed in 1950. The paper operates a photographic department.

Charles S. Parnell, long secretary of the Six-County Fair, Mebane, published The Mebane Enterprise 16 years or more, until his death in 1938. His widow, Mrs. Lottie Parnell, has continued publication. Their son, C. L. Parnell, was editor for about four years.

Members of the Ashcraft family have been publishers and associates in publication of The Monroe Enquirer, established in 1872 by W. C. Wolfe and later published by J. W. Boylin, since 1903, when B. C. and Eugene Ashcraft purchased the paper. Eugene's son, John B. Ashcraft, is now editor. It has been a semi-weekly for many years.

George M. and Roland F. Beasley, brothers, have been publishing The Monroe Journal since they founded it in 1894, nearly all of the time as a semi-weekly. Roland is editor and George is Publisher. R. F. Beasley, Jr., is with The Journal, while two sons of George are publishers, G. M., Jr., of the Montgomery Herald, and John Beasley, of the Moore County News, Carthage. John was the first State Commander of The American Legion.

The Mount Airy News, established by T. J. Lowery in 1880, has been operated by Johnsons since 1904, when J. E. Johnson and son, Wm. M. Johnson, purchased the paper. W. M. Johnson, managing editor and James E. Johnson, advertising manager, have been associated with their father for many years.

The late Homer Brock published the Mount Olive Tribune for about 34 years, until his death in 1949. Since then Mrs. Brock has been publisher; Cletus Brock editor and Elmer Brock business manager. It is the only paper in the State operating its own home-made photoengraving plant and makes engravings for some 25 eastern N. C. weekly and daily papers.

The Pinehurst Outlook, weekly but seasonal daily, published by Robert E. Harlow for a long time, is now owned by three brothers, Paul, Joseph and Thomas Wilson. Harlow now edits and publishes The Golf World, printed in Pinehurst and circulated internationally. Thomas Wilson, UNC journalism product, is editor and publisher of the Nashville Graphic, established by M. W. Lincke in 1895 and published by him and members of his family many years.

PETTICOAT PUBLISHERS

Three women have been handling for several years the business and editorial end of the Catawba News-Enterprise, published as The Newton Enterprise and consolidated with the Catawba County News in 1919 by Charles H. Mebane, father of the two co-publishers, Mrs. Evelyn Mebane Odum and Mrs. Ione Mebane Mann. Mrs. Helen Ross, on the staff, prominent in State YDC politics, joined the staff of Senator Willis Smith in Washington recently. G. Weaver Mann, husband of Mrs. Mann, was editor for 16 or more years, until his death in 1946.

CHARLES H. MEBANE VERSATILE

Charles H. Mebane (1862-1926), editor and publisher of the Catawba News-Enterprise for 22 years, was probably one of the most versatile of editors in the State's history. Graduating from Catawba College and UNC Law School, Mr.

Mebane was a teacher, State Supt. of Schools (1896-1900), president of Catawba College (1900-04), supt., Catawba County Schools, editor Greensboro Patriot, Catawba County News, Catawba News-Enterprise, trustee of WC of UNC for 30 years, judge of Catawba County Recorder's Court, State director of prohibition drive, etc., etc. His son, C. H. Mebane, Jr., succeeded him, but later established in 1933 the Newton Observer, which he has since edited and published.

NINE ASSOCIATION SECRETARIES

The N. C. Press Association has had only nine secretaries in the 78 years since it was organized in 1873 in Goldsboro. Miss Beatrice Cobb, Morganton, is about to overtake the record made by J. A. Sherrill, Concord, who served 32 years. Miss Cobb is serving her 30th year. In between their services, Edwin B. Jeffress, Greensboro, served one year, 1920-21.

First secretary was Julius A. Bonitz, Goldsboro, who with John Spelman, Raleigh, were appointed secretaries at the organization meeting. Mr. Bonitz was elected recording secretary and William S. Ball, Greensboro, was elected corresponding secretary for the first year. Then Major R. T. Fulghum, Goldsboro, served three years; Wm. A. Davis, Oxford, served two years; Jordan Stone, Raleigh, served five years; J. A. Robinson, Winston, served one year, and J. H. Lindsay, Kernersville, served three years, until Mr. Sherrill's 32-year span began in 1888.

ASSOCIATION PRESIDENTS

In its beginning years the N. C. Press Association followed a plan of re-electing a president to another term, but that has not happened but twice since the turn of the century. The organization meeting, 12 o'clock, May 14, 1873, in the Court House, Goldsboro, was called to order by William Biggs, Tarboro. Major Joseph A. Englehard, Wilmington, was called to the chair, elected president. He was re-elected for a second term. Col. John D. Cameron, Hillsboro, was elected for two years, as were Col. W. L. Saunders, Raleigh, and Dorsey Battle, Tarboro. Then, in 1881 presidents served only one year. J. A. Thomas, Louisburg, was elected president in 1891 and again in 1908. H. B. Varner, Lexington, was elected in 1903 and succeeded himself. The last time that happened was in 1921 and 1922, when J. B. Sherrill, Concord, secretary for 32 years, was elected and re-elected to succeed himself as president.

THREE KITCHIN CONGRESSMEN

Two very prominent North Carolina families were editors and publishers of The Scotland Neck Commonwealth for many years before Eric W. Rodgers became publisher 15 or 18 years ago. W. H. Kitchin was its founder and a member of Congress. Two of his sons who worked on the paper, W. W. Kitchin and Claude Kitchin, were also members of Congress. Claude was chairman of the House Ways and Means Committee during World War I. W. W. Kitchin was also Governor of North Carolina. Later, members of the Madry family edited and published The Commonwealth. J. T. Madry was editor. Robert W. Madry, news director at the State University, got his basic training in The Commonwealth office. Norfleet Smith was publisher of The Commonwealth for a decade or more between the periods represented by operation by the Kitchin and Madry families.

Carl O. Jeffress, son of the principal owner of the Greensboro Daily News and the Greensboro Record, E. B. Jeffress, became general manager of these newspapers January 1, succeeding P. T. Hines, resigned, but retained as consultant.

William K. Hoyt, with the Winston-Salem Journal and later the Twin City Sentinel for 25 years, has been named publisher of these newspapers by the directors of the Piedmont Publishing Co. He succeeds Gordon Gray, former secretary of the Army, now president of the Consolidated University of North Carolina.

The Gastonia Gazette observed two 70th anniversaries October 17, last, with a big special edition. One was the 70th anniversary of the founding of the paper; the other the 70th anniversary of the birth of the publisher, J. W. Atkins. Mr. Atkins relinquished active duties on the paper to his two sons, Ben and Stewart Atkins.

Renn B. Pharr, 71, co-publisher with his brother, W. E. Pharr, of the North Wilkesboro Hustler for 45 years, died in the Wilkes Hospital in North Wilkesboro October 20, 1950.

In the November, 1950, issue of The North Carolina Press. issued monthly by the N. C. Press Association, Miss Beatrice Cobb, secretary-treasurer, announced that the Association then had a 100% membership of all daily newspapers in the State and a high percentage of those in the weekly field.

NEW DUNN DAILY RECORD

The Daily Record of Dunn made its official appearance as a new daily newspaper January 1, with Hoover Adams, veteran Dunn newspaper man, as editor. Adams, native of Dunn, has been reporter, editor and co-publisher of the Dunn Dispatch from youth, except for intervals of military and public relations work. The first issue of the five-day paper, Mondays through Fridays, was actually issued December 6, last.

OBSERVER EMPLOYEES BENEFICIARIES

Following the death of Curtis B. Johnson, publisher and principal stockholder of The Charlotte Observer, last fall, his interests were left to his widow, with provision for them to go to nephews and nieces later. He left $5,000 to each of several heads of departments; $1,000 to each employee of 20 years or more, and $100 to those with 10 years or more of service. Mr. Johnson owned 57½% of the stock, the remainder belonging to the estate of Walter B. Sullivan, his partner in the purchase of The Observer some 35 years ago.

G. E. Isaacs, Durham publisher, also publishes The Franklin Post, Franklinton, and The Times, at Hillsboro.

N. C. Has 41 Daily Newspapers; 7 Morning; 34 Afternoon

North Carolina now boasts of 41 daily newspapers, seven morning and 34 afternoon or evening newspapers. The seven morning newspapers have Sunday morning editions, while five of the afternoon papers also issue Sunday morning papers. Afternoon papers are published in all of the cities in which morning newspapers appear, and in six cities the morning and afternoon papers are owned by the same firms. The exceptions are in Charlotte and Raleigh, in which the afternoon papers are owned by separate firms.

(NR) means that no definite information was received direct from editors or publishers in the list of daily papers, with accompanying data, as follows:

AHOSKIE—**Daily Roanoke-Chowan News,** published evenings except Saturday and Monday. Non-partisan. Established 1944, by The Daily News Co.; F. Roy Johnson, publisher.

This paper was published for several years as a weekly and not long ago became a small-size daily. It is published in connection with The Northeastern Carolina News, Murfreesboro. (NR)

ASHEVILLE—**Asheville Citizen,** published Mornings, Independent Democratic, Established 1870 by Randolph A. Shotwell; Don C. Shoemaker, Editor.

Asheville Times, published Evenings except Sunday, Independent Democratic, Established 1896, by J. M. and Fred A. Johnson and James E. Norton; W. S. Adams, Editor.

Citizen-Times, published Sunday, Established 1930; C. K. Robinson, Editor.

All three published by Asheville Citizen-Times Co.

Former publishers and editors of The Citizen include Captain Nat Atkinson, Robert M. Furman, Colonel John D. Cameron, Captain Thomas W. Patton, W. F. Randolph, John P. Kerr, Frank E. Robinson, Julius C. Martin, James H. Caine, Robert S. Jones, Robert Lathan, George Stephens and Charles A. Webb.

SEVERAL PAPERS FAILED TO GIVE DATA REQUESTED AFTER THIRD PLEA

As a preliminary move toward getting as complete information as possible from all newspapers and periodicals in North Carolina for this issue, letters were sent November 3 to all publications of which the editor had knowledge, including all listed in Ayer's Newspaper Directory for North Carolina and any others heard about. Accompanying these letters were blanks which gave the data included in the 1950 Ayer's and indicating the types of data desired for this issue. Probably between 40 and 50 percent responded.

A second letter and plea for response was sent out December 1, also containing another blank. Another 10 or 15 percent responded. Then, on December 29 a third letter —a begging letter—was sent out to all who had not responded. Another small batch of responses followed this request. The editor then attended the Press Institute January 18-19 and secured information on a few other papers.

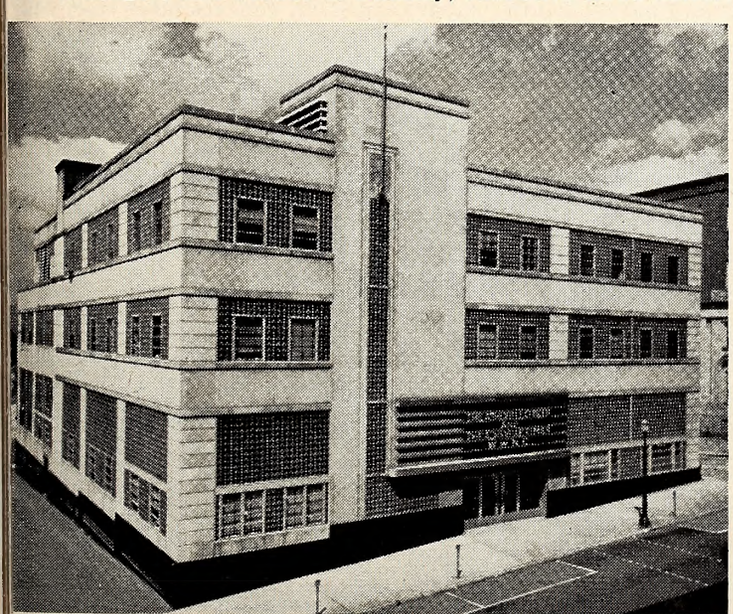
As a result of lack of responses, a check shows that approximately 65 newspapers and periodicals did not supply information, including approximately six dailies, two semi-weeklies, 35 weeklies and 22 other types of periodicals, trade, college, etc. Data is being given on these publications, but is limited to that supplied by Ayer's, or that and such other information as was known to the editor or secured from other sources.

Therefore, data used on the publications may not be accurate. Some of them may have stopped publication—Press Institute checking resulted in finding two such—and there may be others. Papers may have changed hands, names may have changed, editors or publishers may have changed. The information given is complete, as far as the editor could learn.

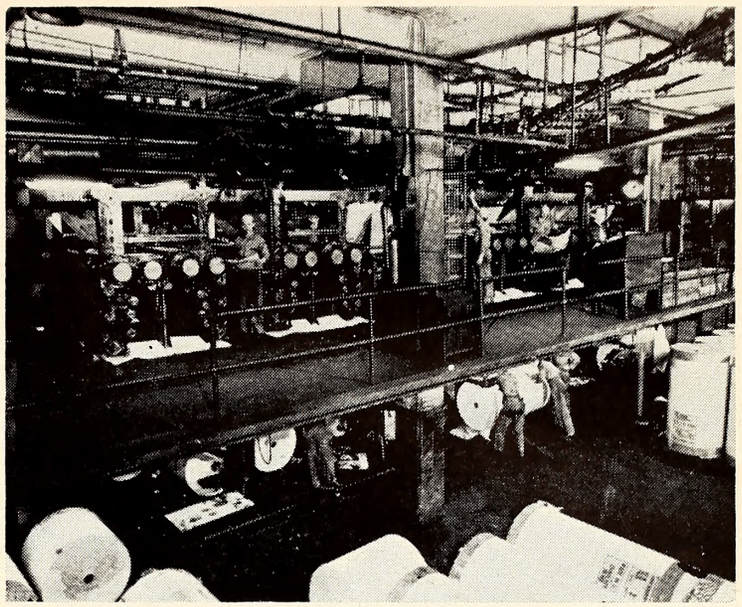
(NR) was adopted as a symbol and placed at the end of the information, indicating that direct information was not received from the editors or publishers. This is not to "show up" those who failed to respond, but to indicate that such information may not be entirely accurate. And, to the extent of these failures to respond, this issue is not as complete and as accurate as hoped and desired.

Former publishers and editors of The Times, started as The Gazette, consolidated with The News in 1903 and changed to The Times in 1916, include George L. Hackney, Walter A. Hildebrand, Charles A. Webb, Charles J. Harris, D. Hiden Ramsey, P. M. Burdette and Gray Gorham, who sold it in 1925 to Don S. Elias.

The Citizen and Times were consolidated by publishers Charles A. Webb and Don S. Elias in 1930. Don Elias is president; D. Hiden Ramsey, vice-president and general manager; W. Randall Harris, treasurer and assistant general manager, and Claude S. Ramsey, executive news editor.



Attractive glass-brick and concrete home of The Asheville Citizen, The Asheville Times, the Sunday Citizen-Times, The Engraving Plant and Radio Station WWNC. One of the most modern newspaper plants in the Southeast.



Showing the five-unit superduty Duplex Press of the Charlotte News, afternoon

BURLINGTON—**Times-News**, published Evenings, except Sunday, Independent, Established in the early 1930's, by Times-News Publishing Co., Inc.; R. B. Terry and D. A. Rawley, Publishers. Staley A. Cook, editor and general manager, and Rudy M. Fonville, advertising director and business manager, are stockholders in the business.

The Times-News grew out of The Burlington Times, weekly and semi-weekly paper, published for many years by C. F. Crowson. It started in 1895. Fire destroyed the plant in 1930, and O. F. Crowson, son of the earlier publisher, operated the paper for a short time. A paper published by Zeb Waller was included in the consolidation.

CHARLOTTE—**News**, published Evenings, except Sunday, Democratic, Established 1888, by Wade H. Harris; C. A. McKnight, Editor; Thos. L. Robinson, Publisher; J. E. Dowd, general manager; B. S. Griffith, executive editor; R. J. Alander, advertising director; W. W. Sirmon, circulation manager.

In 1892 W. C. Dowd purchased The News, published it until 1927, after which his son, W. Carey Dowd, Jr., was publisher until 1947 when it was purchased by a new company, Thomas L. Robinson, president and treasurer; J. E. Dowd, vice-president and secretary. At that time the late W. C. Dowd, Jr., retained the printing business as the Dowd Press, still in operation.

In 1914 The Charlotte News purchased and absorbed The Charlotte Evening Chronicle.

Observer, published every Morning, Independent Democratic, Established 1869, by Smith Watson & Co., printers; Observer Co., Publishers; Associate editors J. A. Parham, long managing editor, and Rupert Gillett, with Ernest B. Hunter, managing editor, form the editorial board. H. A. Allen is secretary-treasurer of the company; O. A. Robinson is advertising director; J. G. Ward is circulation manager, and John P. White is production manager.

In the early days "Daily" appeared in the name, was shifted and then dropped. For a period it was known as The Charlotte Chronicle. In 1892, previously suspended for a period, it was purchased by Daniel A. Tompkins and Joseph P. Caldwell, the latter editor until his last illness, about 1910. Word H. Wood and George Stephens purchased and operated the paper for a few years, selling it in 1916 to Curtis B. Johnson and Walter B. Sullivan. Mr. Sullivan died and some years later Mr. Johnson sold his Knoxville (Tenn.) Sentinel and became active publisher of The Observer. He died last year. Wade H. Harris and Dr. Julian S. Miller were editors, respectively, for a number of years.

CONCORD—**Tribune**, published Evenings except Saturday and Sunday, Sunday morning, Independent Democratic, Established 1900, by J. F. Hurley; E. Ray King, business manager; The Concord Tribune, Inc., Publisher; A. W. Huckle, president; Ray Hull, editor.

In 1910 John B. Sherrill acquired The Tribune, publishing it until his death in 1934. His son, W. M. Sherrill, was editor-publisher until his death about a decade ago. The



Modern home of The Charlotte Observer, State's largest newspaper. Recent extensive renovation and equipment cost in excess of a million dollars. Further enlargement of the building is planned

Tribune is now owned by a corporation of local people, with a daily circulation of 8,750. The Tribune absorbed The Herald-Observer, a morning daily, in 1938.

DURHAM—**Herald,** published Mornings and Sunday, Non-partisan, Established 1894, by E. T. Rollins and J. H. King; Steed Rollins, Editor.

Sun, published evenings except Sunday, Non-partisan, Established 1889, by James Robinson; J. R. Barry Editor.

Durham Herald Co., Inc., Publisher of both morning and afternoon dailies, Carl C. Council, president, and Steed Rollins, vice-president and executive editor.

Mr. Rollins purchased Mr. King's interest a few years after The Herald was established, continuing publication until his death some 18 or 20 years ago. His estate is the principal owner of the corporation. Among its editors have been Walter N. Keener, L. S. Laprade, and Dr. Sylvester Greene.

The Sun was published by Mr. Robinson, "Old Hurrygraph," until around 1910. It passed through several hands until it was purchased in 1929 by The Durham Herald Co. Since then both papers have been published in the same plant. Earlier members of its editorial staff were Robert L. Gray and Irving Cheek, both later with The Raleigh Times, and Howard Branch, former Raleigh Chamber of Commerce secretary.

ELIZABETH CITY—**Advance,** published Evenings except Sunday, Independent Democratic, Established 1911; Edwin Moss Williams, Editor; Elizabeth City Advance, Publisher.

The Advance was edited and published for many years by Herbert Peele, president of the N. C. Press Association 1946-47. Mr. Williams purchased the paper about two years ago. He also purchased and suspended publication of The Independent, published for several years by George W. Haskett and previously by the dynamic W. O. Saunders.

FAYETTEVILLE—**Observer,** published Evenings except Sunday, Independent, Established 1817, by Emanuel Bingham; Fayetteville Publishing Co.; R. H. Lilly, Business Manager; George G. Myrover, Managing Editor.

The Fayetteville Observer, oldest newspaper in North Carolina, was started as The Carolina Observer. After changing hands several times, John McRae sold it in 1825 to Edward J. Hale, who changed its name to The Fayetteville Observer. In 1883 his son, Edward J. Hale, Jr., became publisher and headed The Observer until 1919, except for eight years. In this period, 1885-92, publishers included: Robert Bryan, John R. Myrover, George G. Myrover, Sr., George H. Haigh and Z. W. Whitehead.

Briefly, in 1919-20, a stock company of Fayetteville citizens published The Observer. It was purchased by John A. Park, Raleigh publisher, who sold it in 1921 to David B. Lindsay, Marion, Indiana, who sold it in 1923 to W. J. McMurray, New York City. The Fayetteville Publishing Co. was formed, with C. R. Wilson as publisher. Mr. Wilson died in 1949, at which time his son-in-law, R. M. Lilly, became publisher. The Fayetteville Observer is a member of the American Press Century Club.

GASTONIA—**Gazette,** published Evenings except Sunday, Independent Democratic, Established 1880, by George W. Chalk; James W. Atkins, Editor; Gazette Publishing Co., Inc. The Gazette started as a weekly paper, has been owned by the Atkins family for about 45 of its 70 years.

Early publishers and editors were James E. Page, G. W. Chalk, John T. Bigham, W. M. Grier, Jr., and W. F. Marshall, later of Raleigh. In 1906 Prof. Ben E. Atkins and his two sons, James W. and Emmett D. Atkins, formed The Gazette Publishing Co., purchased the plant and began publishing a thrice-a-week paper, the first in the State. Hugh A. Querry became editor. It was changed into a daily in 1919.

Last fall The Gazette issued a large special edition celebrating its 70th year and the 70th year of its editor and publisher, James W. Atkins. Mr. Atkins is easing up and his sons are taking over. Stewart Atkins is vice-president and advertising director, and Ben Atkins is secretary and business manager. Fourth generation Atkins boys are part-time workers while out of college.

GOLDSBORO—**News-Argus,** published Evenings except Sunday, Independent, Established 1885, by Col. Joseph E. Robinson; Henry Belk, Editor; Talbot Patrick, Publisher; A. S. Brown, Business Manager; Goldsboro Publishing Co. Mr. Belk is president of the N. C. Press Association.

Partners with Col. Robinson in establishing The Goldsboro Argus were Charles B. Aycock, later Governor, and B. W. Nash. The Goldsboro News was founded in 1922 by Col. John D. Langston and others. After Mr. Patrick purchased The Argus, he also purchased The News in 1929 and consolidated these papers.

Former Goldsboro papers included The Weekly Transcript and Messenger, J. A. Bonitz, editor, in the 1880's. Marion Butler, later U. S. Senator, once printed The Caucasian in Goldsboro. Nash brothers in the 1880s did a large book and periodical publishing business. Nash Printery, B. G. Pinckney, owner, continues the name today. The Weekly Headlight, A. Roscower, publisher, was discontinued about 1915.

GREENSBORO—**Daily News,** published daily and Sunday, Independent, Established 1905, by The Industrial News Co.; H. W. Kendall, Editor; Carl O. Jeffress, General Manager; Greensboro News Co., Publisher.

Started by Spencer Blackburn, one-time Republican Congressman, as Editor and Thomas S. Rollins, publisher, as a State Republican organ, The Industrial News failed and was sold and reorganized. It developed into an independent paper with Democratic leanings. In 1911 W. A. Hildebrand purchased the paper, and E. B. Jeffress later that year



Renovated and modern home of the Durham Herald-Sun Papers. Recently acquired annex to the right houses Business and Circulation Departments. Engraving Department occupies a fourth floor at the rear



Home of The Gazette, Gastonia's afternoon newspaper

became part owner and business manager. Earl Godbey and A. L. Stockton, from Asheville, became editor and managing editor, respectively. In 1918 Mr. Hildebrand sold his interest to Mr. Godbey, Mr. Stockton and Archie B. Joyner, advertising manager, Mr. Jeffress retaining his half interest. Mr. Joyner died in 1923, Mr. Stockton in 1936 and Mr. Godbey in 1942.

Mr. Jeffress became ill in 1934 and has since been inactive. Mr. Kendall succeeded Mr. Godbey as editor in 1942 and James Polk later became associate editor. In 1911 The Greensboro News Co. bought and merged The Greensboro Telegram, a small morning paper, with The Daily News.

The Greensboro News Co. operates Radio Station WFMY and Television Station WFMY-TV, the first newspaper-owned television station to begin operations in North Carolina.

Daily Record, published Evenings except Sunday, Democratic, Established 1890, by Harper Elam, Col. Joe Reece and John Benson; Colvin Leonard, Editor; Greensboro News Co., Publisher.

The Daily Record, Greensboro's oldest daily newspaper, was purchased entirely after a few years by Col. Reece, who was editor and publisher for a long time. After his death, Col. Al Fairbrother bought The Record and operated it for several years, selling it to Julian Price and Parker Anderson. Mr. Price, his daughter, Mrs. Kathleen Price Bryan, and Edney Ridge later became owners, with Mr. Ridge as operator. The Record was purchased by Bryan-Thompson, Inc., an out-of-state firm, in 1927, who operated it for about three years. In 1930 Mr. Price again purchased the paper and arranged a merger with the owners of The Greensboro Daily News. Capus M. Waynick, now Ambassador to Nicaragua, was editor for a period. A. D. Jones was editor for many years until his death in 1948, when Mr. Leonard became editor.

GREENVILLE—**Reflector,** published Evenings except Sunday, Local, Established 1882; D. J. Whichard, Jr., Editor and Publisher; published for many years by the father of the present publisher, whose son, David J. Whichard, is an associate.

The Reflector was operated for many years in the weekly field but has been a daily for a long time. Mr. Whichard is president of the North Carolina Association of Afternoon Dailies, Inc. (NR)

HENDERSON—**Dispatch,** published Evenings except Sunday, Democratic, Established 1914, by local businessmen; Henry A. Dennis, Editor; Henderson Dispatch Co., Inc., Publisher.

The Daily Dispatch was launched by the owning company in the plant of the Henderson Gold Leaf, a weekly paper, in 1914. Mr. Dennis joined the staff in 1915 and in 1922 he and M. L. Finch purchased the paper. Mr. Dennis is president and editor, and Mr. Finch secretary-treasurer and business manager.

Fire completely destroyed the plant except for the press late in 1946. The plant was rebuilt, fully equipped and reoccupied in May, 1947. The Dispatch was issued from The Raleigh Times plant during the five month interval. The Gold Leaf has been suspended temporarily.

HENDERSONVILLE—**Times-News,** published Evenings, except Sunday, Independent Democratic, Established 1925, by J. T. Fain; J. T. Fain, Editor; G. M. Ogle, general manager; published by The Times-News Co., Inc.

The Times-News is a consolidation, in 1926, of The Hendersonville Times and The Hendersonville News. Both papers originally were weeklies, then semi-weeklies before becoming dailies. The Times-News is successor to all of several papers published in Hendersonville up to the time of consolidation. The plant is modern and entirely up-to-date, and the circulation approaches 6,000 daily.

HICKORY—**Daily Record,** published Evenings except Sunday, Independent Democratic, Established 1915, by the late J. C. Miller, general manager, and the late Sam H. Farabee, editor, with a group of Hickory business men; L. C. Gifford, Editor and Publisher.

The Daily Record was organized and brought about the consolidation and absorption of weekly newspapers published in Hickory about that time. Editor Farabee had been editor of the Winston-Salem Journal and later edited a paper in Florida. A small "sheet," The Daily Cricket was published for a short time around 1880 but never became firmly established.

Earlier publishers of Hickory newspapers included Dr. J. R. Ellis, who established The Press and Carolinian in 1870; J. F. Click, H. H. Crowson, John F. Mullen, W. C. Dowd, A. Y. Sigmon and Hugh Murrell. Among the papers were: The Mercury, The Democrat, The Times and The Press.

HIGH POINT—**Enterprise,** published Evenings except Sunday, Sunday morning, Independent, Established 1885; Robert Thompson, Editor; R. B. Terry and D. A. Rawley, Publishers.

The Enterprise, formerly in the weekly field, became a daily in 1905. Among its noted former editors was Capus M. Waynick, later chairman of the N. C. Highway Commission and at present Ambassador to Nicaragua.

KANNAPOLIS—**Daily Independent,** published Evenings and Sunday (except Saturday), Independent, Established 1927, by J. L. Moore; J. L. Moore, Publisher; T. H. Wingate, Editor.

Mr. Moore started The Independent without a shoestring;



Where The Greensboro Daily News and The Greensboro Record are edited and published

he borrowed $37.50 to purchase a typewriter. It started as The Kannapolis Towler, issued from a spare room of the Moore home. A few years later Publisher Moore attended college, forming The Kannapolis Publishing Co., Inc., on his return. It then became a tri-weekly paper and a year later, in 1938, became a morning daily, The Daily Independent.

KINSTON—**Free Press,** published Evenings except Sunday, Independent Democratic, Established 1882, by Josephus Daniels; H. Galt Braxton, Editor; Kinston Free Press Co., Inc., Publisher.

The Free Press started as a weekly paper and operated for a short time from Wilson. Mr. Daniels sold his interest to his associate and brother, Charles C. Daniels. Other editors were James Herbert and D. T. Edwards. The Free Press became a semi-weekly paper, and in 1898, during the Spanish-American War, became a daily. The semi-weekly edition continued for several years. Mr. Braxton purchased the paper in 1914 and has since been its editor and publisher. (C. C. Daniels, 86, N. Y. atty., died Mar. 20, 1951.)

Several weekly papers were published in Kinston at different times and folded up. One morning daily, The Kinston News, operated from 1914 to 1926-28.

LENOIR—**News-Topic,** published Evenings except Sundays, Independent Democratic, Established 1875, by James C. Nutty, Roy R. Wallis, Editor; Lenoir News-Topic, Inc., Publisher.

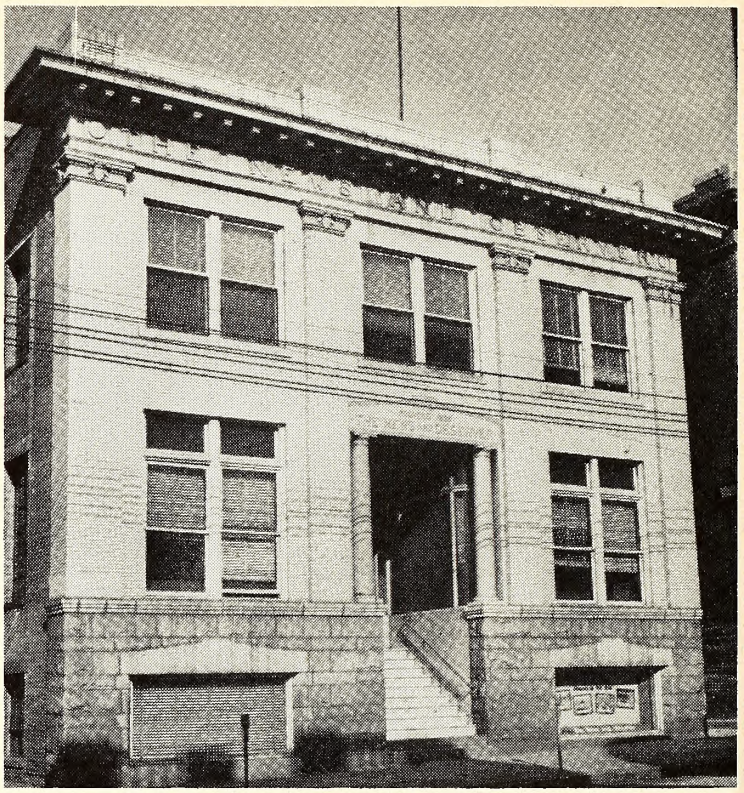
The News-Topic was established as The Caldwell Messenger and became The Lenoir Topic two years later. In 1919 through consolidation it took its present name. The News-Topic operated as a semi-weekly until 1947 when it became an afternoon daily. Mr. Wallis has been editor for 15 or more years. The Caldwell Record, established in 1931, was consolidated with The News-Topic in 1937. Photo News, established in 1938, was suspended one year later.

LEXINGTON—**The Dispatch,** published Evenings except Sunday, Independent Democratic, Established in 1882, by T. B. Eldridge; E. E. Witherspoon, Editor; The Dispatch Publishing Co.; Fred O. Sink Estate, owner.

The Dispatch was started by Publisher Eldridge as a weekly paper, became a semi-weekly some 20 years ago and was changed to a daily about two years ago. H. B. Varner, good-roads advocate, bought it in the early 1890s and continued publication for 18 or 20 years, with Fred O. Sink as general manager. An Ohio firm bought and published the paper for about two years, and in the early 1920s it was bought by Mr. Sink and Walter H. Mendenhall. Mr. Sink acquired his partner's interest and continued publication until his death. Mr. Witherspoon has been editor for about 35 years.



Attractive home of The Enterprise, High Point's afternoon newspaper



For many years the home of "The Old Reliable", The Raleigh News and Observer

Former editors and reporters include: George B. Cochran, S. R. Winters, A. L. Fletcher, and Gerald Johnson.

LUMBERTON—**Robesonian,** published Evenings except Saturday and Sunday, Democratic, Established 1870, by Rev. W. S. McDiarmid; Robesonian, Inc., Publisher; Jack Sharpe, Editor.

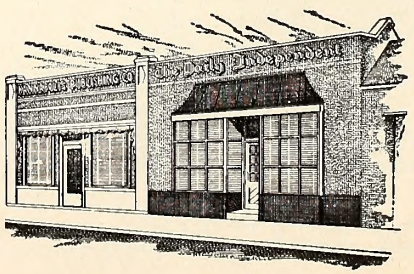
The Robesonian was started as a weekly paper, became a semi-weekly about 1900, a tri-weekly in 1926 and became a five-day daily in 1940. The late J. A. Sharpe acquired the paper in 1907 and continued as editor and publisher until his death in 1947. Since that time his son has edited the paper. The Robesonian is the oldest newspaper in Robeson County and is probably the oldest business in the county retaining the same firm name. The circulation is now 6,500. The print shop was discontinued in 1949.

Two earlier papers have been absorbed by The Robesonian: The Lumberton Times, started in 1880 by James Bonner, and The Lumberton Argus, established about 1900. Another, published in Lumberton by A. S. Johnston, started in Rowland and later moved to Clarkton.

NEW BERN—**Sun-Journal,** published Evenings except Sunday, Independent, Established 1876; T. M. Diggs, Editor; Sun-Journal, Inc., Publisher. C. A. Eury has operated The Sun-Journal for many years. He is a former president of the Eastern N. C. Press Association.

When Mr. Eury acquired The Sun-Journal a dozen or more years ago, The New Bernian was being issued as a morning daily. After its suspension, Mr. Eury issued an early morning edition of The Sun-Journal. (NR)

The New Bern Tribune was published as a morning daily for a short time several years ago by N. G. Gooding. The New Bern Times, weekly, edited by H. I. Crumpler, was published by H. C. Waldrop for a number of years, until it was discontinued a year or two ago.



Small picture of the modern home of The Kannapolis Independent, which started small with a typewriter bought with a borrowed $37.50.

RALEIGH—**News and Observer,** published every Morning, Democratic, Established 1865, by William Pell; Jonathan Daniels, Editor; Frank A. Daniels, general manager, Josephus Daniels, Jr., business manager; R. E. Williams, associate editor; News and Observer Publishing Co., Inc.

The News and Observer was a consolidation of several Raleigh newspapers including The Sentinel, started and edited by William Pell and later edited by Josiah Turner. The News was established in 1872 by Jordan Stone and W. H. Uzzell. Iu 1876 The Sentinel was sold to George A. Smith and W. P. Batchelor and later was sold to Peter M. Hale and W. L. Saunders, who named it The Observer. The News and The Observer were consolidated in 1880, taking the present name, with Capt. Samuel A. Ashe as editor and Fred A. Olds as city editor. Josephus Daniels came to Raleigh from Wilson as editor of The Chronicle in 1885 and bought The News and Observer in 1894, serving as editor and publisher until his death in 1948. His son, Jonathan Daniels, then became editor.

Other newspapers absorbed by The News and Observer or suspended included: The Conservative, The State Chronicle, The Intelligencer, The Farmer and Mechanic, The North Carolinian, The Daily Call and The Carolinian. Among persons associated with these papers were L. L. Polk, Walter Hines Page, Edward A. Oldham, Hal W. Ayer, Randolph A. Shotwell, D. H. Browder and Thomas R. Jernigan.

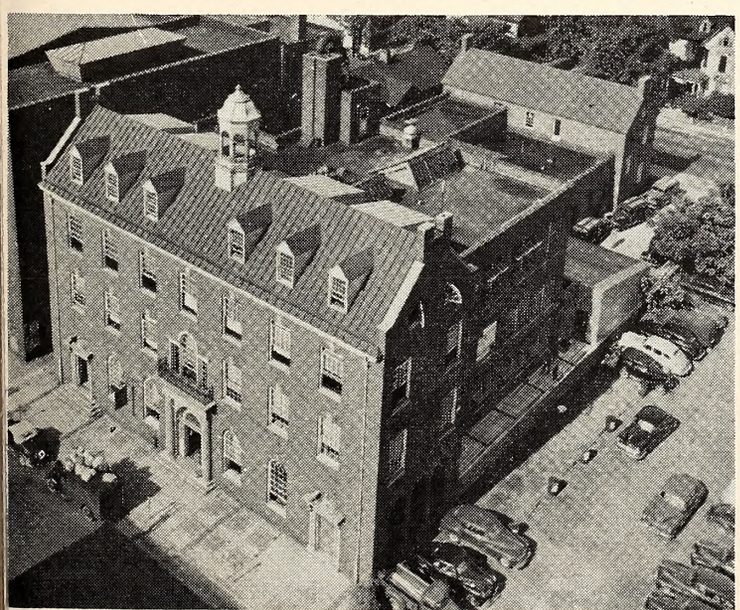
Times, published Evenings except Sunday, Independent, Established 1879, by Charles A. Brown and William M. Utley; John A. Park, Editor and Publisher.

The Times started as The Evening Visitor and has succeeded or was consolidated with several papers, including The Evening Visitor, The Daily Press, The Press Visitor, The Times Visitor and The Raleigh Evening Times. Mr. Park purchased the paper in 1911 and has since been its editor and publisher. His three sons, John, Jr., Ben and Albert, are associated with him. Former editors of The Times and its predecessors were John Wilbur Jenkins, Robert L. Gray, O. J. Coffin, Jule B. Warren, Thomas J. Pence, Fred A. Olds, Nell Battle Lewis, A. L. Fletcher, Greek O. Andrews and Willis G. Briggs.

REIDSVILLE—**Review,** published Evenings except Saturday and Sunday, Independent Democratic, Established 1888, by R. J. Oliver, Manton Oliver and John T. Oliver (all deceased); C. R. and W. M. Oliver, Editors; Review Co., Publisher.

The Review has been published by members of the Oliver family since it was founded 62 years ago. John T. and Manton M. Oliver were former editors, and present editors are second generation Olivers.

ROANOKE RAPIDS—**Herald,** published Evenings except Saturday and Sunday, Sunday Morning, Democratic, Established 1914; Herald, Publisher; James Wick and Don Hall are key men; published as a weekly for many years by



Looking down on the front of The Winston-Salem Journal and The Twin City Sentinel, with Radio Station WSJS at rear. More mailing room space has been provided by an addition at left (under construction)



Modern plant housing modern equipment of the Rocky Mount Telegram

Carroll L. Wilson until four or five years ago; changed to a daily three or four years ago. (NR)

ROCKY MOUNT—**Telegram,** published Evenings and Sunday Morning, Independent Democratic, Established 1910, by Josh L. Horne, Jr., its editor and president of the Rocky Mount Publishing Co., owners.

The Telegram started as a morning newspaper but shifted to the afternoon field in about four months. The Sunday morning edition was started in 1949. Former editors and staff members include: Henry A. Dennis, publisher, Henderson Dispatch; H. Wiseman Kendall, editor Greensboro Daily News, and Anthony J. McKelvin (deceased), former managing editor of The News and Observer. The building and plant are modern, earning a minimum insurance rate.

SALISBURY—**Post,** published Evenings except Sunday, Sunday Morning, Independent Democratic, Established 1905, by John Julian; Spencer Murphy, Editor; J. F. Hurley, Jr., Publisher; P. G. Laughridge, Advertising Director; George Raynor, Managing Editor; R. H. Bellis, Circulation Manager.

The Post was burned out in 1912 and was purchased and re-established by J. F. Hurley who edited and published the paper until his death in 1936. His son, J. F. Hurley, Jr., has since been publisher, with Spencer Murphy as editor. The Yadkin Valley Herald was published semi-weekly until 1920, successor to the semi-weekly Post.

The Western Carolinian, first known publication in Salisbury, started soon after Revolutionary War days, continuing until after the Civil War. The Carolina Watchman was started in 1832, continuing until 1937. Other early publications include: The Herald, dating from around 1885; The Sun, and The Truth Index.

SHELBY—**Star,** published Evenings except Sunday, Independent Democratic, Established 1894, by U. S. Senator Clyde R. Hoey; Holt McPherson, Editor; Lee B. Weathers, Publisher.

The Shelby Daily Star operated in the weekly field until 1936 when it became a daily. Lee B. Weathers has been publisher for 40 years, since January 1, 1911. Occupying a modern new building, The Star has a thoroughly up-to-date and high-type commercial print shop. Henry Weathers,

son of the publisher, manages the print shop. He is president of the Printing Industry of the Carolinas, Inc.

STATESVILLE—**Daily,** published evenings except Sunday, Independent, Established 1920, by Pegram A. Bryant, editor and publisher. Mr. Bryant also publishes The Landmark, semi-weekly, one of the older papers of the State, in whose plant he established The Statesville Daily. Among his helpers were Mr. Moore and Ben Scronce.

Daily Record, published Evenings except Sunday, Independent, Established 1930; J. P. Huskins, Publisher. The Record was started as a weekly and was made a semi-weekly by J. R. McCarthy, publisher for several years. C. E. Middlesworth purchased it and changed it into a daily about a decade ago. Following his death, Mrs. Middlesworth continued operations, Mr. Huskins joining in the publication. Ben Scronce was a former editor. (NR)

TARBORO—**Daily Southerner,** published Evenings except Sunday, Democratic, Established 1889, B. M. Bass, Jr., Editor; H. C. Bourne, V. H. Creech, Jr., Business Manager, and J. Creech, Publishers; printed by The Tarboro Printing Co.

The Southerner was started as a weekly in 1824 in Halifax by George Howard, who moved it to Tarboro two years later. The Weekly Southerner is still published by the publishers of the Daily Southerner. Former editors include: Frank Powell, Paul Jones, Bertham Brown, Aubrey Shackell, P. G. Shackell, Robert Weitick and R. H. Davis.

TRYON—**Bulletin,** published Evenings except Saturday and Sunday, Independent, Established 1928; S. M. Vining, Editor and Publisher.

The Bulletin is an unusual newspaper, miniature in size and attractive in make-up. It has been a publication of interest and wide comment during its 22 years of existence. Mr. Vining also has published The Polk County News, weekly, acquired some 15 years ago. (NR)

WASHINGTON—**News,** published Evenings except Sunday, Democratic, Established 1909, by J. L. Mayo; Ashley B. Futrell, Editor; Washington News, Publisher. The News started in the weekly field and became an afternoon daily in 1909. Former editors include: J. L. Mayo, W. D. W. Bishop, Frank Pearson, Charles Thompson, Paul McEvoy, Carl Goerch, W. A. Osborn, and Fred Pendleton.

WILMINGTON—**News,** published Evenings except Saturday and Sunday, Independent, Established 1896, by R. P. McClammy and others; Al G. Dickson, Editor.

Star, published Mornings except Sunday, Independent, Established 1867, by Mayor William H. Bernard; John E. Hope, Editor.

Star-News, published Sunday, Independent, Established 1929, by R. B. Page; Al G. Dickson, Editor; R. B. Page, Publisher, and publisher of The Star and The News.

The Star started as an afternoon paper but a month later entered the morning field and has thus become North Carolina's second oldest daily with continuous publication under the original name. Former editors include: Dr. T. B. Kingsberry, Major Patrick F. Duffy, Col. Thomas W. Clawson, Robert L. Gray. The Star changed hands in 1919 and in 1927 the paper was acquired by the R. W. Page Corporation, and R. B. Page, member of the firm, became publisher. Two years later this firm acquired The News Dispatch, consolidating the morning and afternoon papers and establishing the Sunday Star-News. In 1940 R. B. Page purchased the group and has since been publisher. His son, R. B. Page, Jr., is co-publisher, and J. Walter Webb is general manager of the combined papers.

The News began as The Evening Dispatch, owned and edited by four men, James F. Perry, Clayton C. Redd, George W. Cameron and R. P. McClammy. Other editors and publishers included: R. L. Bryan, Robert M. Haywood, George W. Brunson, James Cowan and Louis T. Moore. In 1916 The Dispatch was acquired by C. C. Bellamy, J. R. Thompson and Josh L. Horne. The Dispatch ceased publication in 1923, and The News was established as the evening edition of The Star. The Dispatch was revived and later in 1923 the two papers merged, becoming The News-Dispatch. It was purchased by the Page interest in 1929 and became The News.

An early competitor was The Evening Review, and later 1944-48, The Wilmington Post was published by General Newspapers, Inc.

WILSON—**The Daily Times,** published Evenings except Sunday, Democratic, Established 1902, by John D. Gold; John D. Gold, Editor; P. D. Gold Publishing Co.; Herbert D. Brauff, Publisher; Elizabeth Gold Swindell, Business Manager; Paul G. Liles, Advertising Manager; Jim Fulghum, City Editor.

The Wilson Daily Times was started as a weekly paper, later becoming a semi-weekly, in the shop of the P. D. Gold Publishing Co. The print shop was started by Elder P. D. Gold, Primitive Baptist minister, in 1867. The Daily Times was started in 1902, and the semi-weekly Times was discontinued in 1945. John D. Gold, founder, continued as publisher until 1947 when his firm leased the plant to Herbert D. Brauff, publisher. Mr. Gold is still listed as editor, but his declining health does not allow full participation. The publication has erected new buildings, installed modern equipment and increased the circulation to more than 10,000.

Earlier publications in Wilson include: The North Carolinian, published by Major William A. Hearne in the early 1800s; The Wilson Ledger, started in 1885 by John T. Albritton; The Wilson Advance, later acquired and published by Josephus Daniels; The Mirror, published by Jeff Caraway; The Wilson Plain Dealer, a colorful paper edited by Col. R. W. Singletary, and The Sentinel, edited by Prof. Keenan.

In the spring of 1860 Dr. J. J. Lawrence started The Star of Freedom, purchased later that year by John C. Gorman. In that year H. Prentice Tuck acquired The Ledger. These two papers were consolidated. In the early 1880's D. S. Caraway and Co. published The Wilson Shiftings. In 1925 Carl Goerch attempted to revive The Mirror but his efforts failed. It was published briefly as Wilson's first and only morning daily.

WINSTON-SALEM—**Journal,** published Mornings except Sunday, Independent Democratic, Established 1897, by Charles Landon Knight.

Journal and Sentinel, published Sundays, Independent Democratic, Established 1902, by D. W. Fawcett and W. Lannes Foy.

Twin City Sentinel, published Evenings except Sunday, Independent Democratic, Established 1885, by Z. W. Whitehead and Peter Doub.

The two daily newspapers and the Sunday paper are published by The Piedmont Publishing Co., Gordon Gray, president, with Santford Martin, editor, and William K. Hoyt, publisher.

The Twin City Sentinel was established as The Twin City Daily. In 1890 it acquired the weekly Western Sentinel, and its name became The Twin City Daily Sentinel. Later the "Daily" was dropped. A son of Luther Burbank, noted naturalist, acquired and published The Twin City Sentinel for a period in the early 1900s. Later it was acquired and published by a firm owned primarily by Rufus A. Shore, Henry R. Dwire and Bradley Welfare, with Robert C. Carmichael as local editor for many years. In 1927 it was purchased by Owen G. Moon, then publisher of The Winston-



One of the most modern and completely equipped newspaper and commercial printing plants in smaller cities of the Nation, that of Star Publishing Co., publisher of the Shelby Daily Star. Job Department is on third floor.

Salem Journal. Previously Mr. Moon had established and operated briefly a competing afternoon paper, The Star.

The Western Sentinel was established in 1856 by James Collins and Francis Eugene Boner. It absorbed The People's Press in 1892 and became a semi-weekly in 1907. It was discontinued by The Twin City Sentinel in 1926. It was edited for many years by John G. Sterling. Earlier predecessor and merged newspapers in Winston-Salem included: The Weekly Gleaner, established in 1829; The Farmers' Reporter, established in 1832; The People's Press, established in 1851, and The Winston Leader, established 1879.

The Journal was established as an afternoon newspaper, but after about five years, in 1902, it shifted to the morning field and the Sunday edition was started. For many years this paper was published by a local stock company in which the late Henry E. Fries was the principal stockholder. Among its editors have been John Paul Lucas, later of Duke Power Co.; Sam H. Farabee, later editor of The Hickory Daily Record; Herbert B. Gunter, later vice-president, Pilot Life Insurance Co., and Frank Page, son of Walter Hines Page. In 1925 The Journal was purchased by Owen G. Moon, its publisher for several years, who built a modern publishing plant and consolidated the two daily papers. He sold the business to The Piedmont Publishing Co. in 1927. Santford Martin has been editor of The Journal since 1915 and also editor of The Sentinel since the consolidation, with time out to serve as private secretary to Governor T. W. Bickett, 1916-20.

Thirty-three Semi-Weekly Papers Published in State

North Carolina boasts of 33 strong semi-weekly newspapers, in most cases the first issue comes out on Mondays or Tuesdays and the second on Thursdays or Fridays. Exceptions are found in a few instances. Usually these papers are found in communities which are large enough to support more than one paper a week, and yet not large enough to support a daily newspaper.

Most of the present semi-weekly papers were weekly papers in the beginning, but a few probably started in the semi-weekly field. Many former weekly and semi-weekly papers have graduated into the daily field, only a few of the present daily papers having started as such. Several passed through the tri-weekly stage, but only one paper in the State is now published tri-weekly. (See item top of next column).

Only two of the semi-weekly newspapers in the State failed to respond to requests for information. These are indicated by the symbol (NR), meaning that no report was received from them directly and that data given may not be accurate or up-to-date. Information on these 33 semi-weekly papers follows:

AHOSKIE—**Hertford County Herald,** published Tuesdays and Thursdays, Independent Democratic, Established 1909, by W. G. Smith; Brooks Kiser, Editor; Parker Bros., Publishers.



Home of the printing plant of Parker Brothers, Ahoskie, in which is printed their Hertford County Herald, semi-weekly; their three other weekly papers: Bertie Ledger Advance, Windsor; The Jackson News, and The Gates County Index, Gatesville, as well as other newspapers and commercial printing.—Photo by Jensen Hill

ONLY ONE TRI-WEEKLY NEWSPAPER IS PUBLISHED IN NORTH CAROLINA

DUNN—**The Dispatch,** Published Mondays, Wednesdays, Fridays; Independent; Established in 1914 by L. Busbee Pope; L. Busbee Pope, Publisher; operates commercial well-equipped print shop.

The Dispatch was started as a weekly, operating as such until 1920, when it became a semi-weekly until 1945. At that time about all of the boys entered the service and Mr. Pope returned to weekly issues. When the boys returned from service in 1946 it became a semi-weekly, entering the tri-weekly field in 1948. During the past four years The Dispatch has been operated under lease from Mr. Pope, owner, by his two sons, L. B. Pope, Jr., and William H. Pope, and Hoover Adams, until Mr. Adams entered the daily field as of January 1, last. The Dispatch has been an influential and progressive newspaper. Its publisher represented Harnett County in the General Assembly. (See item on newspapers as training schools for former employees).

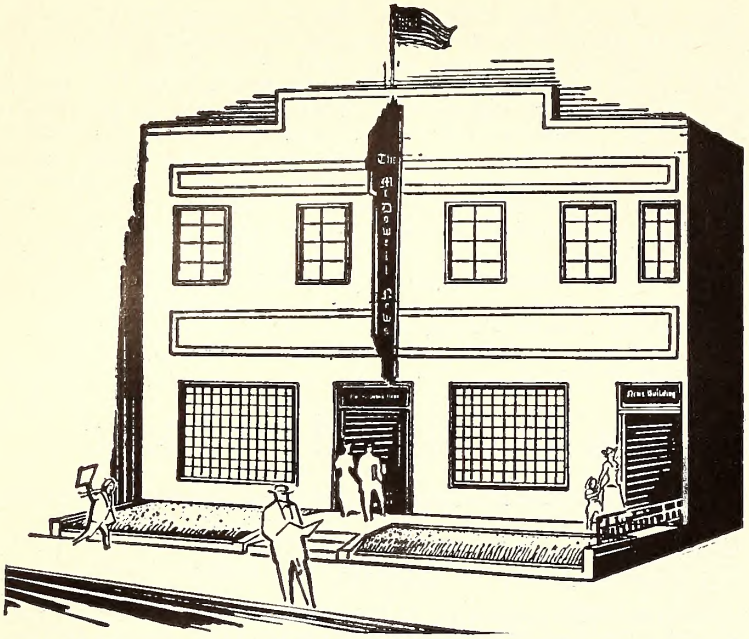
The Central Times was Harnett County's first newspaper. The Daily Bulletin was published for a period. The Weekly Guide was published for several years by J. P. Pittman, but was suspended in 1917, following his death. Other newspapers were published for short periods.

J. Roy Parker, former UNC Journalism teacher, and Mayon Parker, secretary-treasurer, Eastern N. C. Press Association, have built a splendid printing and publishing plant in Ahoskie since J. Roy Parker purchased half interest in the paper in 1915. They now operate a large commercial business in the plant, which also prints three other newspapers in the Roanoke-Chowan area: Bertie Ledger Advance, Windsor; The Jackson News, Jackson, and The Gates County Index, Gatesville, which Parker Brothers publish; also print The North Carolina Farm Bureau News, published by the North Carolina Farm Bureau. Roy Parker is president of the firm and writes a weekly column for the four papers; Mayon Parker is general manager, and John J. Hill is vice-president and mechanical superintendent of the plant.

ALBEMARLE—**Albemarle Enterprise,** published Wednesdays and Saturdays, Independent, Established 1946, by Charles A. Reap; Charles A. Reap, Editor; Albemarle-Enterprise, Publisher; operates its own print shop. This paper was started by Mr. Reap, former county school superintendent, as a weekly; recently became a semi-weekly. (NR)

Stanly News and Press, published Tuesdays and Fridays, Independent Democratic, Established 1880, by Dr. P. W. Wooley; John B. Harris, Editor; Press Printing Co., Inc., Publisher.

The Stanly News and Press is the result of several predecessor and consolidated newspapers. Dr. Wooley's paper, The Second Century, was succeeded by The Stanly Observer, the late John R. Elkins, owner and editor. In 1890 The Stanly News, a successor to these papers, was purchased by the late J. D. Bivens, who continued his connection with Stanly County papers until his death in 1943. The Stanly News was succeeded by The Stanly Enterprise and later by The Albemarle Enterprise. As a result of consolidations,



Recently completed and modern home of The McDowell News, Marion, which also recently moved from the weekly to the semi-weekly field

The Stanly News-Herald was started around 1920, with A. C. Huneycutt as owner and editor and became a semi-weekly paper.

In 1922 Mr. Bivens bought the Piedmont Press, a Republican paper, edited by the late A. Selders, and changed the name to The Albemarle Press. John B. Harris and S. R. Andrew became part owners of The Albemarle Press in 1927, and in that year The Press Printing Co., of which Mr. Bivens, Mr. Harris and Mr. Andrew were principal stockholders, bought The Stanly News-Herald from Mr. Honeycutt, consolidating them into The Stanly News and Press. Mr. Harris and Mr. Andrew purchased Mr. Bivens' stock following his death in 1943.

The Stanly News and Press has a circulation exceeding 7,000, said to be the largest of any semi-weekly in the southeast. The company has erected a modern press room and has installed a 32-page Hoe stereotype press, already or soon to be in operation.

ASHEBORO—**Courier-Tribune,** published Mondays and Thursdays, Independent, Established 1924; Roy Cox, Editor and Publisher.

The Courier was published for many years by the late William C. Hammer, Congressman, and members of his family; purchased by Mr. Cox and consolidated with his The Tribune some 10 years ago. (NR)

ELKIN—**Tribune,** published Mondays and Thursdays, Independent Democratic, Established 1911, by W. E. and H. G. Nichols; H. F. Laffoon, Editor; Elk Printing Co., Publisher; Alan Browning, Jr., Associate Editor. The Tribune has won many State and National awards for excellence. Publisher Laffoon was president of the N. C. Press Association, 1945-46.

H. G. Nichols has been with The Morganton News-Herald for many years, and W. E. Nichols was with The Journal-Patriot, North Wilkesboro, for many years until his death a few years ago. The paper operates a modern and complete job printing plant, printing on contract The Yadkin Ripple, Yadkinville, The Chatham Blanketeer, mill house organ, and other publications. Former editors include: Dr. Joseph H. Carter, pastor, First Presbyterian Church, Newton, and Franklin Hildebrand, Jennings, La.

The Elkin Times, a Republican newspaper, suspended publication after The Tribune was started in 1911.

HAMLET—**News-Messenger,** published Tuesdays and Fridays, Independent Democratic, Established 1907; A. L. Way, Jr., Editor; Chester A. Martin, Publisher; Virginia McC. Martin, Business Manager; Emily B. Way, Society Editor; J. D. Snyder, Shop Foreman; Harold F. Brown, foreman of the print shop.

The Hamlet News-Messenger is the result of the consolidation in 1920 of The Hamlet Messenger, established in 1907, and The Hamlet News, established by Ralph Smith in 1918. The paper suffered two destructive fires in 1939 and 1945. Cadieu brothers operated this paper for several years. Former personnel include: Robert C. Ruark, internationally known columnist who wrote a column, "The Back Door," and Lynn Nisbett, Raleigh correspondent for afternoon newspapers. Mr. Martin also publishes The East Rockingham News.

The Sandhill News was published weekly in Hamlet in 1946-48 by J. W. Aldridge.

JACKSONVILLE—**Onslow County News and Views,** published Tuesdays and Fridays, Independent Democratic, Established 1938, by J. Parsons Brown; Billy Arthur, Editor and Publisher.

News and Views was purchased soon after it was established by Mr. Arthur, diminutive editor, now a proud father, who has developed a splendid newspaper and job printing plant. In 1947 he purchased and abolished The Jacksonville Record, formerly The Onslow Record. The Globe, weekly tabloid publication of U. S. Marines of Camp Lejeune, is printed in this plant.

LAURINBURG—**Exchange,** published Tuesdays and Fridays, Independent Democratic, Established 1882, by J. D. Bundy and T. T. Covington; O. L. Moore, Editor; Exchange Publishing Co., Inc.; operates large job printing plant.

After a year Mr. Bundy bought Mr. Covington's interest and published The Exchange until about 1890, when it was bought by R. D. Phillips, father of Judge Donald Phillips, who employed Archibald Johnson as editor. Mr. Johnson left The Exchange to become editor of Charity and Children, Baptist Orphanage paper, at Thomasville, in which he attained great distinction. Other former editors include: the late J. P. Wiggins, Maxton and Fairmont; Frank T. Bizzell, Mac Cameron, E. J. Tillman and John L. James, Laurinburg. Mr. Moore acquired the property in 1919, and other stockholders are Mrs. Moore and C. A. Trolinger, plant superintendent. The Exchange was published weekly until 1948 when it became a semi-weekly.

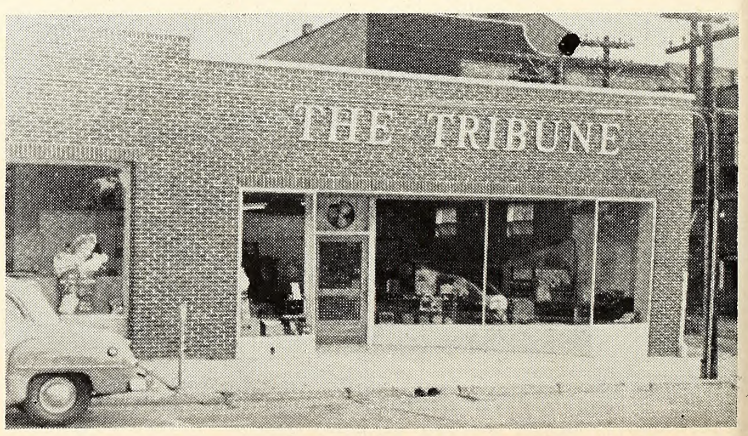
Laurinburg had two or three papers prior to the beginning of The Exchange. Among them was a paper published years before by Duncan McNeill, father of the noted poet, John Charles McNeill.

LINCOLNTON—**Lincoln County News,** published Mondays and Thursdays, Independent Democratic, Established 1873; Lincoln County News, Inc., Publisher; published for many years by J. D. Bivens and later by his son-in-law, A. B. Claytor. (NR)

LINCOLNTON—**Lincoln Times,** published Mondays and Thursdays, Independent, Established 1907; Maude R. Mullen, Editor; Western Carolina Publishing Co., Inc. (NR)

MARION—**McDowell News,** published Mondays and Thursdays, Independent, Established 1929, by F. A. Slate; John W. Setzer, Publisher; Mrs. Rosamond L. Braly, Editor; Miss Pat Nesbitt, Society Editor; Oren Barkley, Sports and Photography.

The McDowell News grew out of The Marion Star, started in 1926 by Mr. Slate and later edited by John Samsey. Mr. Setzer bought the paper in 1944. Last spring the plant was moved into a new modern building, erected and equipped for the publication. The occasion was celebrated by issuing a special edition of 104 pages containing a complete his-



Modern and new home of The Thomasville Tribune, with its newspaper and job printing plant and office supply and equipment business

tory of McDowell County. Mr. Setzer formerly was with The Charlotte News and The Columbia (S.C.) Record.

MONROE—**Enquirer,** published Mondays and Thursdays, Democratic, Established 1872, by W. C. Wolfe; John B. Ashcraft, Editor; Enquirer Publishing Co., Inc.; operates commercial job printing shop.

The Enquirer was published for several years by Mr. Wolfe and then was sold to J. W. Boylan, who later sold it in 1903 to B. C. and Eugene Ashcraft. After B. C. Ashcraft's death in 1921, Eugene Ashcraft entered into the partnership with W. C. Correll, H. M. Smith and L. E. Hart. After Eugene Ashcraft's death in 1936, his son, John B. Ashcraft, entered the business, which at that time was incorporated under the present name.

Journal, published Tuesdays and Fridays, Democratic, Established 1894, by G. M. and R. F. Beasley; R. F. Beasley, Editor; G. M. Beasley & Co., Publishers, operates a job printing shop.

The Journal is one newspaper that is still operated by the same key personnel, the Beasley brothers, with which it started 55 years ago. George M. Beasley handles the business and mechanical end, and Roland F. Beasley is one of the most versatile and most quoted editors in the State. He is a former member of the N. C. General Assembly and was the State's first Commissioner of Public Welfare. R. F. Beasley, Jr., has grown up in the plant. George M. Beasley. Jr., is publisher of The Montgomery Herald, at Troy, and John Beasley, a brother, is publisher of The Moore County News, at Carthage.

MOREHEAD CITY—**Carteret Co. News-Times,** published Tuesdays and Fridays, Independent, Established 1912, by Lockwood Phillips; Lockwood Phillips, Editor; Ruth Leckey Peeling, Executive Editor; Carteret Publishing Co., Inc., Lockwood Phillips, President; Eleanore Dear Phillips, secretary-treasurer; operates commercial printing plant. (See special item on Beaufort-Morehead papers.)

MORGANTON—**News-Herald,** published Mondays and Wednesdays, Independent Democratic, Established 1885, by R. A. Cobb and T. G. Cobb; Beatrice Cobb, Editor and Publisher, operates modern commercial print shop.

The News-Herald's immediate predecessor was The Morganton Star, which was purchased by and merged with The Morganton Herald in 1890. It was edited by W. C. Ervin for the next seven years. In 1901 a merger of The Herald and The Burke County News established The News-Herald. The Burke County News had been established by T. G. Cobb, who had been editor-publisher of The Morganton Star and on the staff of The Morganton Herald, and continued as editor-publisher of The News-Herald until his death in 1916. His daughter, Miss Beatrice Cobb, succeeded him and has been editor and publisher for the past 35 years. Also, Miss Cobb has been secretary-treasurer of the North Carolina Press Association for 30 years. In 1939 she established and has since been owner-publisher of The Valdese News.

MOUNT OLIVE—**Tribune,** published Tuesdays and Fridays, Independent, Established 1904, by Fred R. Mintz; Cletus Brock, Editor; Mrs. Homer Brock, Publisher; Elmer Brock, Business Manager.

The Tribune was purchased in 1916 by Homer Brock, who continued its publication until his death in 1949. Members of his family continue its operation. This is said to be the only newspaper in North Carolina operating its own home made photo-engraving plant. It also makes engravings for some 25 eastern North Carolina newspapers, including several dailies.

NEWTON—**Catawba News-Enterprise,** published Tuesdays and Fridays, Independent Democratic, Established 1879; Mrs. Evelyn Mebane Odum, Editor and General Manager; Mrs. Ione Mebane Mann, Bookkeeping, Advertising and Circulation; News-Enterprise Publishing Co., operates job printing plant; prints Southern Synod Standard, semi-monthly official publication of N. C. Synod of Evangelical and Reformed Church.

The News-Enterprise resulted from the consolidation of The Newton Enterprise, established in 1879, and The Catawba County News, established in 1903. Charles H. Mebane, father of the present co-publishers, consolidated the papers in 1919 and published the paper until his death. His son-in-law, G. Weaver Mann, husband of Mrs. Ione Mebane Mann, was editor until his death from a heart attack in the office in 1946. He was succeeded by Mrs. Odom, assistant



Home of The Mountaincer at Waynesville, containing modern and complete newspaper and commercial printing plant

and co-publisher since 1932. A three-woman organization operated the paper until late last year, when Mrs. Helen Ross, news editor, joined the Washington staff of Senator Willis Smith. Marion H. McGinnis, shop foreman, started as printer's devil many years ago under Mr. Mebane. Additional modern equipment was added last year.

Newton's first paper was The Enterprise, started in 1879 by George Warlick and Judge W. B. Gaither. F. M. Williams was publisher for many years, with B. J. Summerrow as editor, until the consolidation in 1919. Mr. Mebane had acquired The Catawba County News in 1905, publishing it until he consolidated The News with The Enterprise.

Observer, published Mondays and Wednesdays, Independent, Established 1933, by Charles H. Mebane; C. H. Mebane, Editor and Publisher, operates its own print shop.

The Observer became a semi-weekly publication early in 1950. Mr. Mebane, publisher, is the son of the late C. H. Mebane, long editor of The Catawba News-Enterprise, former State Superintendent of Public Instruction, judge, college president and recognized State leader.

NORTH WILKESBORO—**Journal Patriot,** published Mondays and Thursdays, Non-partisan, Established 1906, by Charles H. Cowles; Mrs. H. L. Carter and Julius C. Hubbard, Publishers, operates modern job printing plant.

The Journal Patriot is the result of the consolidation of The Wilkes Patriot, in Wilkesboro, operated for many years by Mr. Cowles, former Republican Congressman, and The Wilkes Journal, established in the print shop of D. J. Carter some 30 years ago. Mr. Hubbard acquired an interest in The Journal, and in 1932 this paper purchased and absorbed The Patriot. Mrs. Carter took over her husband's interest after his death a few years ago. The paper, modern and progressive, became a semi-weekly several years ago.

OXFORD—**Public Ledger,** published Tuesdays and Fridays, Independent, Established 1881, by J. T. Britt (?); Tom W. Johnson, Editor; A. N. Critcher, Publisher, operates its own print shop. Publisher Critcher was former publisher of The Wilkes Patriot, Wilkesboro, consolidated with The Wilkes Journal in 1932. Among earlier publications in Oxford was The Torchlight.

ROCKINGHAM—**East Rockingham News,** published Tuesdays and Fridays, Independent, Established 1949, by Chester A. Martin; Leverne Prosser, Editor; Chester A. Martin, Publisher. Mr. Martin is also publisher of The Hamlet News-Messenger.

Richmond County Journal, published Mondays and Thursdays, Independent, Established 1931, by Scott M. Thomas; J. Neal Cadieu, Editor and Publisher, operates modern commercial printing plant.

Mr. Cadieu, former publisher of The Hamlet News-Messenger, purchased The Journal from Mr. Thomas in 1937 and in 1939 converted it to a semi-weekly. In 1948 The Journal purchased and absorbed The Sandhill News, of Hamlet. The Journal was the third non-daily paper in the State to join the Audit Bureau of Circulations, in 1942, and the first in the State to be accepted as a Greater Weekly, of which there are only 265 in the nation.

ROXBORO—**Courier-Times,** published Mondays and Thursdays, Independent, Established 1881, by D. W. Whitaker; J. W. Noell, Editor; Courier-Times Publishing Co.; printed in its own shop.

The Courier, older of the consolidated papers, was owned in 1883 by E. C. Hackney, Durham. He employed John A. Noell, formerly with The Alamance Gleaner, to take charge and operate the paper. In 1886 Mr. Noell and his brother, Joseph W. Noell, who also worked on The Alamance Gleaner, purchased the plant, and J. A. Noell continued its operation. J. W. Noell joined his brother in operation of the plant in 1890. In 1920 John A. Noell, senior partner, died and J. W. Noell purchased his interest. (Mr. Noell is still going strong after 60 years of newspaper publishing and editing in Roxboro—and is an avid bridge player with the Roxboro widows.) He is a former president of the N. C. Press Association. In 1944 The Courier and The Person County Times, long competitors, were consolidated as The Courier-Times.

SANFORD—**Herald,** published Mondays and Thursdays, Independent Democratic, Established 1920; W. E. Horner, Editor; Herald Publishing Co., Publisher.

In 1930 Mr. Horner, former Representative in the N. C. General Assembly and candidate for Congress, purchased The Sanford Journal, changed its name to The Herald and made it a semi-weekly. He is a former president of the N. C. Press Association.

The Sanford Express, published by Mr. St. Clair, was discontinued in 1937. An earlier Sanford newspaper was The Carolina Banner.

SHELBY—**Cleveland Times,** published Tuesdays and Fridays, Independent, Established 1941, by The Cleveland Times Publishing Co., Inc.; Ed Post, Jr., Editor, operates commercial print shop; corporation owners include: Ed Post, Jr., C. C. McMurry, Jr., and Paul B. Arrowood.

The Times was founded by Will Arey, Jr., now in foreign service of U. S. State Dept. in Bogota, Colombia, and Rush Hamrick, Jr., now associated with his father in Kendall Medicine Co., Shelby. During World War I both were in military service, and Mrs. Hamrick operated the paper. Former editors and publishers include: J. D. Fitz, now managing editor, Morganton News-Herald, and G. Norman Benjamin, manager, Arlington (Va.) Sun. Editor Post was in the U. S. Navy during World War II, separated as lieutenant.

SMITHFIELD—**Herald,** published Tuesdays and Fridays, Democratic, Established 1882; T. J. Lassiter, Jr., Editor and Publisher; owned by a partnership, including Mrs. T. J. Lassiter, Sr., T. J. Lassiter, Jr., and W. C. Lassiter.

The Herald was acquired by J. M. Beaty about 1890, and in 1895 T. J. Lassiter, Sr., became a partner. Mr. Lassiter was editor for about 20 years until his death in 1920. Mrs. Lassiter and W. M. Gaskin published the paper until 1934, when T. J. Lassiter, Jr., joined the firm, purchasing the Gaskin interest. T. J. Lassiter, Jr., is a former UNC Journalism instructor and former president of the Eastern N. C. Press Association. W. C. Lassiter, Raleigh, is attorney for the N. C. Press Association.

The Johnston Courier was published in Smithfield in the 1870s. The Smithfield Journal, The Smithfield Observer and The Johnston County Record were published in Smithfield after the turn of the century.

STATESVILLE—**The Landmark,** published Mondays and Thursdays, Independent, Established 1874, by J. B. Hussey; Pegram A. Bryant, Publisher. Mr. Bryant acquired The Landmark many years ago, and in 1920 began publication of The Statesville Daily, evening paper, in the same plant.

Among its former prominent editors were Joseph P. Caldwell, later editor of The Charlotte Observer, and R. R. Clark.

The Mascot was established before the turn of the century and published for several years by the late Col. A. D. Watts. When he became secretary to Senator Simmons, he sold The Mascot, which was later suspended.

THOMASVILLE—**The Tribune,** published Tuesdays and Thursdays, Established 1887; Thomas J. Shaw, Editor; The Thomasville Tribune, Inc., Publisher, H. A. Cecil, Sr., president; H. A. Cecil, Jr., secretary-treasurer; operates modern commercial print shop and office supply store.

The Tribune is the result of several consolidations and absorptions. The Thomasville Times was founded in 1887 and The Chairtown News started in 1920. A consolidation of these two in 1932 resulted in The News-Times, published for many years by W. G. Greene. The Thomasville Tribune was founded in 1939 and operated by H. A. Cecil, Jr. Later his father, formerly with the High Point Enterprise, joined the firm. About a year ago the Cecils purchased The News-Times from Mr. Greene and merged it with The Tribune. At the same time the Thomasville Tribune moved into a modern new home, one of the best semi-weekly newspaper plants in the State.

WALLACE—**Enterprise,** published Mondays and Thursdays, Democratic; Established 1923; H. L. Oswald, Editor and Publisher.

The Enterprise operates one of the most modern commercial printing plants in the State. In it the publisher prints two other weekly newspapers, The Warsaw-Faison News and The Pender Chronicle, Burgaw, of which he is also publisher.

WAYNESVILLE—**Mountaineer,** published Tuesdays and Fridays, Independent, Established 1884; W. C. Russ, Editor; Waynesville Printing Co., Publisher; operates modern newspaper and commercial printing plant, printing college periodicals.

In 1931 Mr. Russ purchased The Mountaineer from Thomas M. Seawell, and in 1934 M. T. Bridges, mechanical superintendent, became a partner in the business. Machinery and equipment have been added each year until it now has the most complete print shop in the Asheville-Knoxville-Greenville, Georgia area. The plant is one of the few in the weekly field doing four-color commercial printing. The Mountaineer became a semi-weekly several years ago. It occupies two floors of its three-story building.

WHITEVILLE—**The News Reporter,** published Mondays and Thursdays, Democratic, Established 1895, by a Rev. Mr. Smith; Willard G. Cole, Editor; Leslie S. Thompson, owner-publisher; operates commercial print shop.

The News Reporter is the descendant of The Columbus News, founded by a Baptist minister, at Fair Bluff, probably before 1895. Around the turn of the century it was purchased by Allen J. Maxwell, who moved it to Whiteville. Local politicians, who owned The Trucker's Reporter, at Chadbourn, purchased it and combined the two papers as The News Reporter. It changed hands several times in the early 1900s. One brief owner was Roland F. Beasley, editor of The Monroe Journal, and for several years it was published by W. B. Keziah, of Southport. Mayon Parker, of Parker Bros., Ahoskie, was editor for a few years. In 1938 J. A. Sharpe, Sr., of The Lumberton Robesonian, and Leslie S. Thompson bought the paper, Mr. Thompson purchasing Mr. Sharpe's interest in 1944. It became a semi-weekly in 1936. James A. Rogers, a former editor, became editor of The Florence (S.C.) Morning News. Mr. Thompson is also co-owner of The State Port Pilot, Southport.

WILLIAMSTON—**Enterprise,** published Tuesdays and Thursdays, Independent, Established 1899, by a Mr. Dail; F. M. Manning, Editor; W. C. Manning, Jr., General Manager; Enterprise Publishing Co., owned by W. C. Manning, Jr., W. H. Booker and F. M. Manning; operates commercial printing plant.

After a year Mr. Dail sold the paper to Alfred E. Whitmore, who published it until 1908. Then it was bought by W. C. Manning, editor and publisher, until his death in 1938. The business was then taken over by his two sons, W. C. Manning, Jr., and F. M. Manning, and W. H. Booker, who also edit and publish The Weekly Herald, Robersonville, and The Roanoke Beacon, Plymouth.

The first paper in Martin County was The Democrat Banner, published in Williamston in 1856. Other early publications were The Williamston Mercury, The Williamston Echo, The Eastern Carolinian, The Martin County Sun and The Expositor.

ZEBULON—**Record,** published Tuesdays and Fridays, Independent Democratic, Established 1923; Barrie S. Davis, Editor; James M. Potter, Jr., Publisher; operates modern

and complete commercial print shop. Also prints the North Carolina Catholic for Nazareth Orphanage, Raleigh, The Gold Leaf Farmer, Wendell, and The Wake Weekly, Wake Forest.

The Record Publishing Co., operated by Theo. B. Davis, Sr., published The Record until 1945, when it became Theo. Davis Sons, purchased by Barrie and Ferd Davis on their release from the Air Force. James M. Potter, Jr., purchased a one-third interest in the business last year. Ferd L. Davis was editor until he entered Army service last year, when Barrie Davis became editor. The three owners are all officers of the N. C. National Guard. Theo. Davis Sons owns controlling interests in The Gold Leaf Farmer Publishing Co., Inc., Wendell, of which Ferd Davis is president.

North Carolina is Well Supplied With 133 Weekly Papers

North Carolina is very well supplied with 133 newspapers in the weekly field. This does not include numbers of other weekly publications in trade or other fields which are not newspapers in the accepted sense of the word. The State thus has an average of about one and one-third weekly newspapers for every one of the 100 counties. Some counties have other frequency papers, of course, but even then four or five counties in the State have no newspapers. They are supplied with their newspaper needs by nearby or adjoining county newspapers.

Generally speaking, the State weekly newspapers are now strong and prosperous, a condition which has not existed always. Many of them have struggled through lean years. Even now, they are plagued with scarcity of newsprint, as are all newspapers.

Of the 133 weekly papers, 35 did not respond to requests for information. A few of them may have suspended and, in other cases, new editors or publishers may have taken charge. The symbol (NR) indicates no direct report and information given may not be entirely complete or correct. The list, primarily from Ayer's Newspaper Directory, supplemented in some cases, is as follows:

ABERDEEN—**Sandhill Citizen,** published Thursdays, Democratic, Established 1903; H. Clifton Blue, Editor and Publisher, operates Captain Print Shop, job printing. Mr. Blue has twice represented Moore County in the General Assembly.

ASHEVILLE—**Asheville News,** published Fridays, Republican, Established 1926, by Oscar Barrett; Frederick Severance, Editor and Publisher. This paper was formerly The West Asheville News, Walter A. Ward, former publisher, and Rom Reid, former editor.

Southern News, (Negro), published Saturdays, Non-partisan, Established 1936; Eugene Smith, Editor and Publisher. (NR)

AYDEN—**Ayden Dispatch,** published Thursdays, Democratic, Established 1914; Andrews Printing Co., Inc., Publisher; operated for many years by the late J. C. Andrews: continued by his estate. (NR)

BAYBORO—**Herald,** published Fridays, Independent, Established 1931, by J. M. Reel; Dallas Mallison, Editor and Publisher. After Mr. Reel retired, the paper was operated by Murry W. Munns until 1948. B. B. Ross, Washington, was publisher for a time, with Russ Miller as editor. Last year Mrs. Mayona T. Noble and son, Richard V. Noble, operated the paper for a few months. The son entered military service last fall, and Mr. Mallison became owner as of January 1, 1951.

BELHAVEN—**Pilot,** published Thursdays, Independent, Established 1948, by Victor Meekins and printed in his Coastland Times office at Manteo; Thomas E. Spence, editor and manager. Mrs. Harriet Brown Harris was formerly news editor.

The Belhaven Times, later The Belhaven Times and Hyde County Record, was discontinued in the early 1930s.

BELMONT—**Banner,** published Wednesdays, Independent, Established 1936; W. O. Barrett, Editor; B. A. Lowrance, Publisher; printed in connection with The Mecklenburg Times and The Mount Holly News, B. Arp Lowrance, Publisher.

BENSON—**Review,** published Thursdays, Democratic, Established 1911; Mrs. Margaret Benton Smith, Editor; Benson Printing Co., Publisher. J. B. Benton, editor of the Mebane Enterprise in 1921-22, acquired The Review soon after and operated it until his death in March, 1950, when Mrs. Smith, who had been assistant and operator during his illness, became editor. The paper operates a print shop.

BLACK MOUNTAIN—**News,** published Thursdays, Independent, Established 1945, by J. C. Cornelius; Gordon H. Greenwood, Editor; Greenwood and Dougherty, Publishers.

BOONE—**Watauga Democrat,** published Thursdays, Independent, Established 1888, by Robert C. Rivers (Sr.); R. C. Rivers, Editor and Publisher; operates job print shop. Founder Rivers published The Democrat for around 40 years. He represented his country in the General Assembly. His son is carrying on as publisher. (NR)

BREVARD—**Transylvania Times,** published Thursdays, Independent, Established 1896; Ed M. Anderson, Publisher; John I. Anderson, Editor; Ira B. Armfield, Business Manager.

This is one of the several weekly papers published by Ed Anderson in the mountain counties. The Transylvania News was established in 1896; The Times was established in 1931, and in 1932 these two papers were consolidated as The Times.

BRYSON CITY—**Times,** published Fridays, Independent, Established 1897; Leroy Sossamon, Editor and Publisher; operates job print shop; published for several years by J. A. Gray and J. M. Byrd; purchased a few years ago by Mr. Sossamon. (NR)

BURGAW—**Pender Chronicle,** published Thursdays, Democratic, Established 1896; W. W. Williams, Jr., Editor; H. L. Oswald, Publisher. This is one of the three papers published by Mr. Oswald, the others being The Warsaw-Faison News and The Wallace Enterprise. All are printed in the



Attractive snow-covered home of The Watauga Democrat in the summer resort town of Boone in Northwestern North Carolina

modern, new brick building constructed in 1947 and containing one of the most up-to-date printing plants in this State.

BURNSVILLE—**Yancey Record,** published Thursdays, Independent, Established 1936, by Dr. R. Fouts, B. B. Penland, C. M. Bailey and Mrs. C. R. Hamrick; Arney C. Fox, Editor and Publisher. Mrs. Hamrick was editor until last July when Mr. Fox purchased and has since published the paper. The paper operates a small print shop.

The Burnsville Eagle was established, edited and published for several years by J. M. Lyon and O. R. Lewis. Mr. Lewis still lives in Burnsville, and Mr. Lyon, 90, now lives in Knoxville, Tenn. They sold their paper in 1936 to S. T. Henry, publisher of the Tri-County News, Spruce Pine.

CANTON—**Enterprise,** published Thursdays, Independent, Established 1904; Lura Wright, Editor; Harley E. Wright, Publisher. Present owners have operated The Enterprise since 1922. The plant operates a job print shop.

CAROLINA BEACH—**Sun,** published Saturdays, Independent, Established 1939; issued only during summer season; Foster Edwards, Editor and Publisher. (NR)

CARTHAGE—**Moore County News,** published Thursdays, Independent Democratic, Established 1877; John Beasley, Editor and Publisher; printed in connection with Montgomery Herald. J. B. Benton, later of the Benson Review, was a former publisher. (NR)

CHADBOURN—**Columbus County News,** published Thursdays, Democratic, Established 1928; B. G. Lewis, Editor and Publisher. (NR)

CHAPEL HILL—**Weekly,** published Fridays, Non-partisan, Established 1923, by Louis Graves; Louis Graves, Editor and Publisher; Joe Jones, Assistant Editor. It is printed in its own shop, a modern job printing plant.

The Chapel Hill Weekly is a homey, folksy type of paper reflecting the attitude of its editor. Ordinary and everyday incidents are handled in an intensely interesting way. Its articles and editorials are probably quoted more often by the papers in the State than from any other newspaper. Readers devour avidly every item. The New York Times described it as "Unique in American journalism" and the New York Herald Tribune once announced "What the country needs is more papers like the Chapel Hill Weekly." Editor Louis Graves made an enviable reputation as a reporter on leading New York papers. He headed the UNC School of Journalism for a few years, then decided to lead an unhurried life in the weekly newspaper field.

CHARLOTTE—**Mecklenburg Times,** published Thursdays, Independent, Established 1924, by J. Z. Green and B. Arp Lowrance; B. Arp Lowrance, Editor; The Mecklenburg Times, Publisher.

In 1927 Mr. Lowrance bought Mr. Green's interest and in 1945 purchased Beasley's Farm and Home Weekly, consolidating it with The Times. Mr. Lowrance also is publisher of The Belmont Banner and The Mount Holly News. He is vice-president of the N. C. Press Association.

Post, (Negro), published Saturdays, Independent, Established 1920; H. Houston, Editor and Publisher. (NR)

Southern Textile News, published Saturdays, Textile, Established 1945, by John M. Mullen; John M. Mullen, Editor; Mullen Publications, Inc. (NR)

CHERRYVILLE—**Eagle,** published Wednesdays, Democratic, Established 1906, by L. H. J. Houser; Fred K. Houser, Editor and Publisher. The Eagle, established by the present editor's father, has been in the Houser family for 45 years.

CLAYTON—**News,** published Thursdays, Democratic, Established 1912; J. Melson Pittman, Editor; Clayton News, Inc., Publisher. (NR)

CLINTON—**Sampson Independent,** published Thursdays, Independent, Established 1914; F. Grover Britt, Editor; Clinton Publishing Co., Inc.

The Independent was established as The Sampson Democrat in 1893 and was edited for many years by L. A. Bethune and Oscar J. Peterson. The Democrat and The News Dispatch were consolidated in 1924 and the name changed to The Independent. In 1929 The Independent purchased, absorbed and discontinued publication of The Sampson Observer. An earlier Clinton paper was The Caucasian, established many years before and edited for several years by Marion Butler, later U. S. Senator.

Sampson News, published Thursdays, Republican, Established 1929, by H. N. McKenzie; James H. Silvertsen, Editor; Sampson Publishing Co.

In 1941 Mr. Silvertsen purchased The News and organized The Sampson Publishing Co. He also publishes The Roseboro News, which is printed in the shop at Clinton.

COOLEEMEE—**Journal,** published Thursdays, Democratic, Established 1906; Mrs. J. C. Sell, Editor; Cooleemee Journal, Publisher; printed under contract. (NR)

DANBURY—**Reporter,** published Thursdays, Democratic, Established 1872, by Dr. John Pepper; N. E. Pepper and E. Vance Pepper, Editors and Publishers. The Reporter has been published continuously, never missing an issue in its 74 years of operation. It is now in its fourth generation of Peppers.

DENTON—**Davidson Record,** published Thursdays, Independent, Established 1939, by John O. Garner; John O. Garner, Editor; Denton Publishing Co.

This paper was first printed on contract by The News-Times, Thomasville. The firm was incorporated in 1943 and established its own plant with job printing equipment, at Denton.

DURHAM—**Carolina Times,** (Negro), published Saturdays, Independent, Established 1919; L. E. Austin, Editor; Carolina Times Publishing Co. (NR)

News Journal, published Thursdays, Independent, Established 1920; Mattie W. Thaxton, Editor; News Journal, Publisher; G. E. Isaacs, owner, also publishes Franklinton Post and Orange County Times, Hillsboro. (NR)

The Public Appeal, published Fridays, tabloid form, independent, established in 1950 by "Wimpy" Jones; "Wimpy" Jones, editor and publisher; printed by Union Printers, Inc. The Public Appeal was started in April, 1950, but was issued intermittently earlier as The Law Enforcement Journal. (Incomplete report.)

EDENTON—**Chowan Herald,** published Thursdays, Democratic, Established 1934, by J. E. Bufflap and Hector Lupton; J. E. Bufflap, Editor; The Chowan Herald, Publisher; operates a job printing shop.

The Edenton Daily News published for a short time with John C. Sykes as editor, suspended publication in the early 1930s.

ELIZABETH CITY—**The Albemarle Star,** published Thursdays, Independent Democratic, Established April, 1950, by William F. Haskett; W. F. Haskett, owner and Publisher; A. J. McClelland, General Manager; Maud McClelland, Editor.

The Albemarle Star is a successor to The Independent, established in 1908 and edited and published for many years by George W. Haskett, father of the present owner. It operated as a weekly, then as a semi-weekly, and in 1948-49 as a morning daily. This paper was sold January 1, 1950, and closed out. Mr. Haskett entered service in the U. S. Army in September, 1950.

ELIZABETHTOWN—**Bladen Journal,** published Thursdays, Democratic, Established 1907, by John H. Clark, Clarkton; Mrs. E. F. McCulloch, Editor; Norman McCulloch, Associate; Clinton Publishing Co., Inc.; printed in The Sampson Independent office. F. Grover Britt, Editor, The Independent, is part owner of The Bladen Journal. Mrs. McCulloch has been editor for 20 years.

ENFIELD—**Progress,** published Fridays, Democratic, Established 1905; Eric W. Rodgers, Publisher; James Bateman, Managing Editor; printed in the office of the Scotland Neck Commonwealth, also published by Mr. Rodgers.

FAIRMONT—**Times-Messenger,** published Thursdays, Independent, Established 1935, by J. P. Wiggins; Mrs. Alex McDaniels, Jr., Editor; Dougald Coxe, Publisher; printed in the plant of The Lumberton Post.

FARMVILLE—**Enterprise,** published Fridays, Democratic, Established 1910; James B. Hockaday, Editor; Rouse Printery, Publisher. (NR)

FAYETTEVILLE—**People's Advocate,** published Thursdays, Democratic, Established 1922; Mrs. Fred W. Vaughan, Editor and Publisher. (NR)

FOREST CITY—**Courier,** published Thursdays, Independent, Established 1918, by Treylon Brown; Clarence Griffin, Editor-General Manager; Ed M. Anderson, Publisher.

The Courier has won several awards for excellence from the N. C. Press Asosciation. It operates a modern print shop, in which is printed The Spindale Sun, also an Ed Anderson publication. Former editors and publishers include: Gary Hiott, J. L. O. Thompson, Howard C. Hull, Clarence E. Alcock, who sold the paper to Anderson and Griffin in 1942.

Forest City's first newspaper was The News, established by Columbus C. Erwin in 1885. After it was burned out, another paper, also The News, was started in 1887 by Prof. E. O. Thompson. Later it was operated by Charles Scott, who suspended publication in 1889. The Forest City Leader was established that year by J. C. Green, now of Thomasville. Prof. J. W. Griffin was editor for several years. Z. M. McKinney published The Ledger about a year and suspended it. Late in 1898 The Forest City Press appeared, with Forrest J. Reid as editor and publisher, changing the name to The Leader-Vidette and still later to The Enquirer. It suspended in 1899.

Other Forest City papers include: The Forest City Weekly Times, started in 1901 by Mrs. Jennie S. Davis; The Forest City Progress, Dan Kanipe, publisher, started in 1902, destroyed by fire in 1903; Forest City Herald, Z. V. Fowles and Gary Hiott, editors and publishers, started in 1908, purchased by J. V. Ware in 1912 with B. Arp Lowrance as editor. It was sold to Fred W. Amos later that year. It became The Free Press, published by Broadus DePriest in 1914 and was leased to Walter S. Crocker, with Bert H. Bridges as editor. The Free Press was suspended in 1918, and later that year The Courier was established.

FRANKLIN—**Franklin Press and Highland Maconian,** published Thursdays, Independent, Established 1886, by Leon Siler; Weimar Jones, Editor and Publisher; Bob Sloan, Business Manager; operates commercial print shop.

The Franklin Press absorbed and continues to use as a part of its name The Highlands Maconian, established and operated by J. J. Moore for about two years in the early 1930s. Mr. Jones purchased the paper in 1945 and in 1948 took in Mr. Sloan as a partner. This is the oldest paper west of Waynesville and the oldest establishment in Franklin. Former editors and publishers include: W. A. Curtis and his son, W. E. Curtis, S. H. Lyle, Jr., J. B. Lyle, S. A. Harris, Mrs. J. W. C. Johnson and son, Blackburn W. Johnson.

FRANKLINTON—**Post,** published Thursdays, Democratic, Established 1939; Lucy B. Holding, Editor; G. E. Isaacs, Publisher. (NR)

FUQUAY SPRINGS—**Independent,** published Thursdays, Independent, Established 1935, by Todd Caldwell; Todd Caldwell, Editor and Publisher; Jack Ragsdale, Shop Foreman and Advertising Manager.

The Independent was printed for a period in The Dunn Dispatch office, then established its own shop, which also does job printing. Editor Caldwell formerly worked on The Moore County News, Carthage; The Benson Review, The Kannapolis Independent and The Dunn Dispatch.

Former papers include Fuquay Gold Leaf, edited briefly by A. J. Fletcher, Raleigh attorney, and Walter Prince. Lynn Nisbet, Raleigh afternoon newspaper correspondent, operated The Courier-Journal at Fuquay Springs in the early 1930s.

GATESVILLE—**Gates County Index,** published Wednesdays, Independent Democratic, Established 1932, by Parker Brothers, Inc.; Carleton Morris, Editor; Parker Bros., Ahoskie, Publishers. Miss Addie Mae Cooke, now publisher of Cherokee Scout, Murphy, was first editor and remained with the paper for ten years.

GOLDSBORO—**Record,** published Thursdays, Independent, Established 1905; J. E. Brown, Editor; C. A. and G. W. Brown Estate, Publisher. (NR)

GRAHAM—**Alamance News,** published Fridays, Independent Democratic, Established 1924; Ed Hamlin, Editor and Publisher; Thos. I. Davis, General Manager. The Alamance News was formerly the Alamance County News and the Burlington Journal, published by H. A. Oliver. It was purchased by Roy Parker, and Mr. Hamlin bought it in 1948, changing the name.

Alamance Gleaner, published Thursdays, Democratic, Established 1875, by Capt. E. S. Parker; Alamance Gleaner, Publisher; J. D. Kernodle, Jr., Editor and Publisher. It operates its own print shop.

The Gleaner, the oldest newspaper in Alamance County, was bought around 1880 by J. D. Kernodle and T. B. Eldridge. Mr. Kernodle bought Mr. Eldridge's interest about 1885 and published the paper until his death in 1943. His son acquired the paper following his death and has since published it.

Other Graham papers were The Tribune, started around 1897 and edited for several years by R. G. Foster, and The Messenger, published around 1925-1930 by F. A. Slate, now of Leaksville.

GREENSBORO—**Democrat,** published Thursdays, Independent Democratic, Established 1941, by Carson C. Deal; Larry T. Queen, Editor; Walter W. Sutton, Advertising Manager; Southern Publishers, Inc.

Mr. Queen, former reporter on The Democrat and UNC Journalism graduate, recently became editor, succeeding Paige Holder. Mr. Sutton is a former editor of The Greensboro Record and The Greensboro Patriot. Former editors include: Enoch Price, Charles Pratt and Charlie Brown.

Free Press, published Thursdays, Independent, Established 1945; Thos. E. Wagg, Editor; E. D. Broadhurst, Jr., Business Manager and Associate Editor; Paige C. Holder, Advertising Manager; Robert L. Gray, Circulation Manager; Mrs. Thelma Long Wagg, Cashier; E. D. Broadhurst, Sr., Publisher.

The Free Press is the result of the consolidation in 1949 of Greensboro This Week, a free distribution newspaper, and The Greensboro Sun, a tabloid weekly. Greensboro This Week purchased The Greensboro Sun and then adopted the new name. The Free Press has built up a circulation of 9,600 in Guilford County and was preparing to increase the frequency of publication early this year. The Greensboro Sun started as The Greensboro Beacon. The Free Press operates a modern print shop.

HENDERSONVILLE—**Mountain News** (Negro), published Fridays, Non-partisan, Established 1939; Alberta J. Mooney, Editor and Publisher. (NR)

Western Carolina Tribune, published Thursdays, Independent, Established 1930; Noah Hollowell, Editor and Publisher. (NR)

HERTFORD—**Perquimans Weekly,** published Fridays, Democratic, Established 1934, by J. E. Bufflap and Hector Lupton; Max Campbell, Editor and Publisher.

A few years after The Weekly was established it was purchased and has since been published by Mr. Campbell. Former publications include: The Hertford Herald, suspended about 1928-29, and The Hertford News, suspended about 1932.

HIGH POINT—**The Beacon,** published Thursdays, Independent and Iconoclastic, Established 1942, by Wade Renfrow; Wade Renfrow, Editor and Publisher. This paper slashes out at crime and corruption. "They wait on the streets to buy it on publication days." Mr. Renfrow estab-

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PUBLICATIONS IN N. C. ON WHICH LITTLE DATA SECURED; REFERENCE

A few publications, about which some information has been received but not enough for a complete record, are being issued in North Carolina. Among them are the following:

Eastern Searchlight, published by Laurinburg Institute (colored).

Wingate Junior College students publish monthly tabloid paper.

Southern Synod Standard, Newton, semi-monthly official publication of N. C. Synod of Evangelical and Reformed Church; printed by News-Enterprise Publishing Co.

The Pinehurst Book Seller, issued by the Pinehurst Printing Co., publishers of The Pinehurst Outlook.

Wake Farm News, Raleigh, published by the Wake Farmers Cooperative.

Wake Forest Student, monthly, established in 1882, edited and published by students.

The North Carolina Catholic, Nazareth, N. C. (near Raleigh), Father Frederick Coch, editor.

Glimpses, Greensboro, published spasmodically, Chamber of Commerce, Greensboro Chamber of Commerce, Publisher; mimeographed sheet.

The Tar Heel Amvet, Durham.

lished The Beacon in Greensboro in 1946, selling his interest to Greensboro people later.

HILLSBORO—**Orange County Times,** published Thursdays, Independent, Established 1943; Mattie W. Thaxton, Editor; G. E. Isaacs, Publisher. (NR)

News of Orange County, published Thursdays, Independent, Established 1893, by W. D. Thompson; Edwin J. Hamlin, Editor; The News, Inc., Publisher.

News of Orange County was started in Chapel Hill as The Chapel Hill News. It was moved to Hillsboro and purchased in 1944 by Roy Parker. Mr. Hamlin bought the paper in 1948. He also publishes The Alamance News, Graham.

JACKSON—**Northampton County News,** published Thursdays, Democratic, Established 1925; Leonard Dudley, Editor; Parker Bros., Publishers; printed in The Hertford County Herald plant at Ahoskie; former editor, James Bateman, now of The Enfield Progress.

JACKSONVILLE—**The Globe,** weekly tabloid, edited and published by the U. S. Marine Corps at Camp Lejeune; printed in The News and Views plant at Jacksonville.

KENANSVILLE—**Duplin Times,** published Fridays, Democratic, Established 1932, by O. G. Carroll; J. R. Grady, Editor; operates modern job printing plant in its own brick home; Grady Publishing Co.

In 1935 Mr. Grady purchased The Duplin Times and printed it for a period in his Roanoke News plant, at Weldon, until he sold the Weldon paper and moved the plant to Kenansville. The Duplin Times was being published in Warsaw and was moved to Kenansville early in 1935. Mr. Grady also owned and published The Pender Chronicle for a period, selling it to his former editor, the late Mrs. Sudie P. Miller. Miss Jacqueline Burk, of Pink Hill, UNC Journalism graduate, assists him in the advertising department. In 1938 The Duplin Times took over The Warsaw Duplin Herald, and a few months later consolidated it with The Duplin Times, which continues to serve the Warsaw area.

KERNERSVILLE—**News,** published Thursdays, Independent, Established 1938, by A. C. Huneycutt; Fred P. Carter, Editor and Publisher.

In 1939 The News was purchased by Mr. Carter, who had started as managing editor. The paper was printed in an out-of-town plant until 1940 when the newspaper and job printing plant was established in Kernersville. The Leader was published for about a year but suspended before The News started. T. A. Lyon published another Kernersville News in the 1880s.

KINGS MOUNTAIN—**Herald,** published Fridays, Democratic, Established 1889; Martin Harmon, Editor; Herald Publishing House. (NR)

KINSTON—**Lenoir County News,** published Wednesdays, Democratic, Established 1948; Wilbur Jackson Rider and Muriel G. Rider, Editors and Publishers; Lenoir County News Co., Inc. The Riders were the founders and are still the majority owners of the corporation which publishes The News and The Jones County Journal in its Kinston plant. Stockholders in this corporation include 77 prominent citizens of Lenoir and Jones Counties.

BLUM'S AND TURNER'S ALMANACS STILL PRINTED AND SOLD IN N. C.

Almanacs, musts for most homes in North Carolina, particularly in the rural areas, in the early days, are still published and distributed to many North Carolina homes, even though they have lost some of their importance in modern times. Even now, a leading bookstore reports, "every home should have one" for the valuable information given.

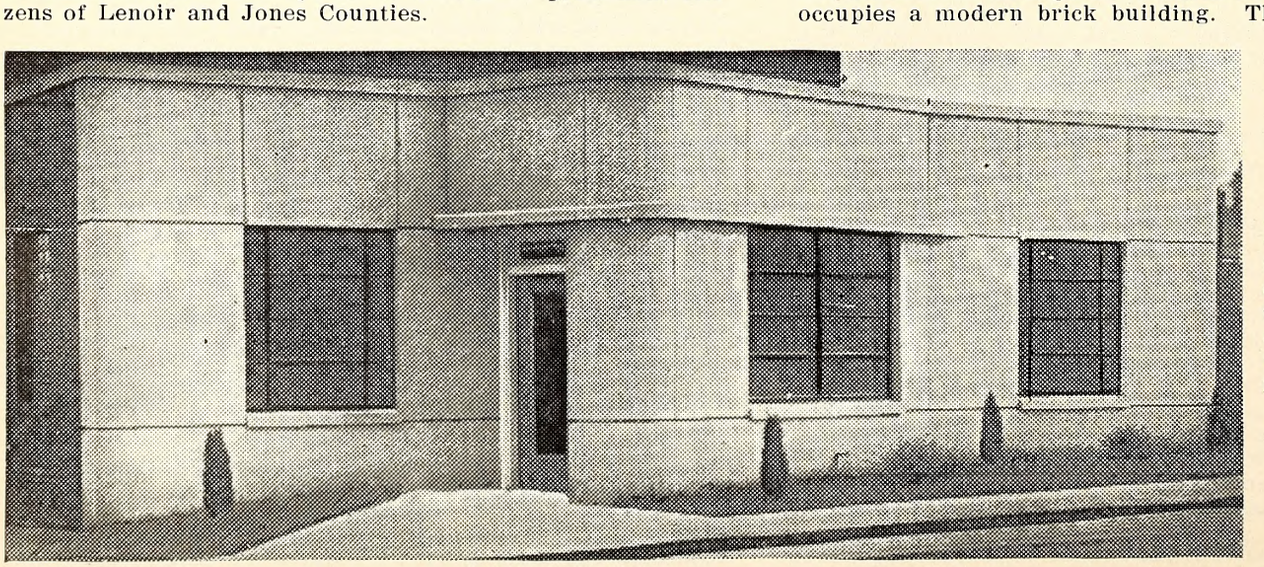
Blum's Farmers and Planters Almanac, started in old Salem much more than a hundred years ago, and Turner's Carolina Almanac, started in Raleigh by Josiah Turner, noted publisher of 80 to 90 years ago, are both going strong. Both are now published in Winston-Salem by the Blum's Almanac Syndicate. These publications are issued by J. B. Goslin, Winston-Salem, also for many years publisher of The Union Republican. Several requests for information on both publications brought no details.

In addition to a prediction of the weather each day of the year, accuracy of which may be questioned, these almanacs carry a vast amount of valuable information, as well as plenty of wit, humor and philosophy, a la Poor Richard's Almanac, issued by Benjamin Franklin. Signs of the zodiac, changes of the moon, weather, planting time for most vegetables, crops and fruit trees, home remedies for all ailments, information on cooking, canning, preserving and drying fruits and vegetables, measurements, weights, —in fact, a huge mass of information frequently needed in the home and on the farm is readily available.

So far as is known, Blum's and Turner's are the only two almanacs published in North Carolina now, but most bookstores stock them when they come out late one year for the next, and they are ready sellers —and repeat orders are frequent.

LEAKSVILLE—**News,** published Thursdays, Independent, Established 1924, by J. S. Robertson and others; Richard H. Robertson, Editor; J. S. Robertson, Publisher and Business Manager; operates modern well-equipped print shop and office supply store.

Circulation of The News, 4,500 copies, is delivered almost entirely by carrier boys, while less than 1,000 copies each are distributed through newsstands and by mail. The News occupies a modern brick building. The publication is dis-



Home of The Leaksville News, containing modern newspaper and commercial printing plant, printing several school and mill newspapers and periodicals.

tributed primarily to several textile communities in Rockingham County. Former editors include: E. M. Ezell, W. M. Hundley, E. M. Anderson, Garry Willard and David Moore. The News plant prints The Mill Whistle, house organ for Fieldcrest Mills; Cub Reporter, for Leaksville High School, and The Tattler, for Draper High School.

LILLINGTON—**Harnett County News**, published Thursdays, Democratic, Established 1919, by Henderson Steele; Henderson Steele, Editor and Publisher; operates a job printing plant.

The News was Lillington's first and only newspaper except for occasional attempts to establish competitors. Mr. Steele is still going strong after 32 years as editor and publisher. In 1947 his son, Frank Steele, became associated with him and continues as co-publisher.

LOUISBURG—**Franklin Times**, published Fridays, Democratic, Established 1870, by George S. Baker; A. F. Johnson, Editor and Publisher; operates its own print shop.

The Times was established as The Louisburg Courier. After five years it was acquired by J. A. Thomas, who continued its operation until 1910. At that time it was acquired by Mr. Johnson, who has continued its operation for 40 years. For a year or two he was assisted by his son, A. F. Johnson, Jr., who re-entered navy service last fall. No other paper has been published in Louisburg since 1905.

LUMBERTON—**Post**, published Thursdays, Established 1935, by O. J. Peterson; F. P. Gray, Editor; Dougald Coxe, Publisher. Mr. Peterson started The Post as The Robeson Voice. Later published by J. P. Wiggins, it became The Lumberton Voice, and Mr. Coxe changed the name to The Lumberton Post. Mr. Coxe also publishes The Red Springs Citizen, The Scottish Chief Maxton, and The Fairmont Times-Messenger, all printed in the Lumberton Post plant.

MADISON—**Messenger**, published Thursdays, Democratic, Established 1915, by J. T. Robertson; R. M. Spear, Editor; Marion A. Spear, Business Manager; Madison Publishing Co.; operates splendid print shop.

The Messenger was purchased in 1934 by Russell M. and Marion A. Spear, who operated it until 1947 when a three-way partnership was formed by the sale of an interest to Charles E. Brown, who joined the staff as sports editor and production man.

MANTEO—**The Coastland Times**, published Fridays, Independent, Established 1935, by Victor Meekins; Victor Meekins, Editor; Mrs. Catherine D. Meekins, Secretary-Treasurer; Times Printing Co., Inc., Publisher.

The Coastland Times was started as The Dare County Times, and Editor Meekins, long sheriff of Dare County, changed its name some years later to embrace a larger coast area. Sheriff Meekins' two other papers, The Belhaven Pilot and The Hyde County Herald, Swan Quarter, are printed in his Manteo print shop.

MARION—**Progress**, published Thursdays, Independent Democratic, Established 1896; S. E. Whitten, Publisher; Miss Elizabeth Whitten, News Editor; operates its own print shop.

The Progress was started as The McDowell Democrat but the name was changed in 1909, when Mr. Whitten became sole owner. He started as an apprentice in 1902 and has

THE YELLOW JACKET, A RURAL REPUBLICAN PAPER WITH STING

"The Yellow Jacket," a small monthly newspaper, published in the secluded village of Moravian Falls, about seven miles south of North Wilkesboro, its nearest railroad station, issued for more than 55 years by 82-year-old Dan R. Laws, is unique, unusual, living up to its initial announcement that it is the only thing of its kind on earth.

The Yellow Jacket is classified as Republican and iconoclastic. It carries a motto of "One flag, one school, one people, America for Americans" and gives as its aim "To swat liars and leeches, hypocrites and humbugs, demagogues and dastards". It carries a column of "Stingers," but just about every item carries many stings, most of them directed at Democrats and the Democratic Party. It claims the "Widest paid circulation of any political paper published monthly 25c a year." (That sentence needs a comma or two, but where?)

Although Publisher Laws carried the first issue of "The Yellow Jacket" to the postoffice in his coat pocket, back in June, 1895, the circulation grew phenomenally and has reached as high as 250,000 copies, going into every state and, it is claimed, to every postoffice in the Nation. Large trucks are used to transport an issue from Moravian Falls to the station at North Wilkesboro each publication day. The paper carries no advertising; only reading matter.

The publication is of unusual size, 18x12 inch pages. It contained eight pages prior to the 1918 newsprint shortage, but since then has been four pages, and probably, on occasions, only two pages—one sheet. The paper is printed on a Hoe web press, made in London for William Jennings Bryan and on which was printed "The Great Commoner's" newspaper "The Silver Night Watchman."

On February 7, 1943, the entire plant went up in flames, but the paper continued publication, issued for a period by the Commercial Printing Co. in North Wilkesboro, but mailed from Moravian Falls. The plant was rebuilt, but on a smaller scale. An interesting note is that former President Herbert Hoover sent Editor Laws a check (they say a large one) as a contribution toward rebuilding the plant following this fire.

Editor Laws, then a rural school teacher who grew up as a farmer and had a fling as a railroad construction hand, decided to launch his paper, published the first issue in June, 1895, and has continued editing and publishing for more than 55 years. He is now 82 years old. Last March his leg had to be amputated and he was critically ill for a couple of months. Mr. Laws is now breaking in a new artificial leg and while a bit awkward, is still going strong. He had never missed a day from his office because of illness until his leg trouble developed. His right-hand-man is now his daughter, Miss Thelma Laws, whose writing also carries a sting.

This publication has had several contributors to its columns. One of the most noted was Rev. Dr. Arthur Talmadge Abernathy, of Rutherford College, who was a columnist for the paper through most of its history, up to about a year ago.

Editor Laws' brother, L. B. Laws, edited and published another paper with some of the same qualities for a few years in the early 1900s. This he called "The Lash."

James Larkin Pearson, since become a noted North Carolina poet and operating a printshop at Guilford College, published a fun-paper for a few years around 1925. This was "The Fool-Killer."

"The Hornet," a Democratic newspaper, somewhat along the lines of "The Yellow Jacket," was published by W. Henry Davis at Fork Church, Davie County, for a few years around 1910.

thus been connected with this paper for 49 years, 41 years as editor and publisher. His daughter is his chief assistant.

MARSHALL—**News-Record,** published Thursdays, Non-partisan, Established 1901; Jim Story, Editor; H. L. Story, Publisher; operates commercial print shop, prints school papers.

The News-Record is the result of the consolidation of The French Broad News and The Madison Record. Mr. Story acquired the paper in 1924, and in 1946 his son, Jim Story, became editor.

MARSHVILLE—**Home,** published Wednesdays, Democratic, Established 1892, by J. Z. Greene; George W. Downes, Editor; L. E. Huggins, Advertising Manager; Mrs. Atha E. Downes, Society Editor; published by Marshville Home Publishing Corp., Mr. Downes, president; Mr. Huggins, vice-president; Mrs. Downes, secretary; installed modern newspaper plant and equipment early last year; operates its own photographic department; prints the monthly tabloid paper for Wingate Junior College.

MAXTON—**Scottish Chief,** published Thursdays, Independent, Established 1884; Ottis Layton, Editor; Dougald Coxe, Publisher; published for several years by Marshall A. Thompson. Printed in The Lumberton Post plant of Publisher Coxe.

MEBANE—**Enterprise,** published Thursdays, Non-partisan, Established 1919, by W. B. Miller; M. H. Johnson, Editor; Mrs. Lottie Parnell, Publisher and Business Manager; operates job printing plant. Mr. Miller purchased The Mebane Leader in 1920 and consolidated it with The Enterprise. It was owned and operated for a year or two each by J. B. Johnston and J. B. Benton, later publisher of The Benson Review. In 1922 Charles S. Parnell purchased the paper and operated it until his death in 1938. Mrs. Parnell has published the paper since his death. Their son, C. L. Parnell, was editor for a few years, as was P. N. Thompson, Jr. M. H. Johnson has been editor since 1943.

MOCKSVILLE—**Davie Record,** published Wednesdays, Republican, Established 1899, by E. H. Morris; C. Frank Stroud, Editor and Publisher. Mr. Stroud purchased The Record in 1907 and has thus been its editor and publisher for 44 years.

Enterprise, published Fridays, Independent, Established 1879; Mocksville Enterprise, Publisher; published for several years by O. L. McQuage, continued after his death a few years by Mrs. McQuage; Gordon Tomlinson, Associate; operates commercial printing plant; prints The Renfro Herald, Yadkinville.

MOORESVILLE—**Tribune,** published Thursdays, Independent, Established 1933, by T. M. McKnight; T. M. McKnight, Editor and Publisher.

MOUNT AIRY—**News,** published Fridays, Democratic, Established 1880, by T. J. Lowery; W. M. Johnson, Editor and Publisher; William H. Johnson, Managing Editor; James E. Johnson, Advertising Manager; operates modern commercial printing plant.

The News was purchased in 1904 from Mr. Lowery by J. E. Johnson and son, W. M. Johnson, who have since operated the business. Associated with Publisher Johnson are his two sons, William H. and James E. Johnson, third generation operators. About a year ago The News installed a modern press and other equipment.

Times, published Fridays, Independent, Established 1880; R. E. Ashby and W. J. Seigler, Jr., Editors; Times Publishing Co., Inc.; published by members of the Ashby family for many years. (NR)

MOUNT HOLLY—**News,** published Fridays, Independent, Established 1923; W. O. Barrett, Editor; B. Arp Lowrance, Publisher; published in connection with The Belmont Banner and The Mecklenburg Times, B. Arp Lowrance, Publisher; operates print shop, printing all three papers.

MURFREESBORO—**Northeastern Carolina News,** published Thursdays, Non-partisan, Established 1937; F. R. Johnson, Editor; Herald-News Co., Publisher. This paper is published in connection with The Daily Roanoke-Chowan News, Ahoskie. (NR)

MURPHY—**Cherokee Scout,** published Thursdays, Independent, Established 1887; Addie Mae Cooke, Editor and Publisher.

The Scout has been in continuous operation for more than

JOHN D. GOLD LONG PUBLISHER OF WILSON TIMES & ZION'S LANDMARK

The P. D. Gold Publishing Co., established in 1867 by Elder P. D. Gold, is one of the oldest publishing houses in the State and is the same age as John D. Gold, son of the founder and connected with the business, including publication of The Wilson Daily Times, for three quarters of a century. Elder Gold was pastor of the Wilson Primitive Baptist Church and was living at Scotland Neck at the time he established the print shop, in which he founded Zion's Landmark, official publication of the Primitive Baptist Church, in 1870. During that year Elder Gold moved his family to Wilson, and a few years later, as a youth, his son began working in the shop, including setting type for The Landmark.

In 1896 John D. Gold began publication of The Wilson Times, first as a weekly, then as a semi-weekly. This paper was discontinued in 1945. John D. Gold in 1902 established The Wilson Daily Times, published every afternoon except Sunday since that time. Due to Mr. Gold's declining health, on January 1, 1947, The P. D. Gold Publishing Co., Inc., leased its publishing and printing business, including The Wilson Daily Times, Zion's Landmark and the job shop to Herbert D. Brauff, of Vandergrift, Penna., who has been publisher since that time. In addition to Mr. Brauff, the staff includes Mrs. Elizabeth Gold Swindell, daughter of the founder, business manager; Paul Liles, advertising manager; Jim Fulghum, city editor; Karl Fleming, sports editor; Miss Verdalee Norris, Y editor; Miss Elizabeth Peele, society editor, and Vernon Morton, farm editor. Mr. Gold is still listed as editor and recently was doing part of the editorial writing.

During the four years since Mr. Brauff took charge, the publication has purchased a new building, erected an adjoining building to house the composing room and the recently installed 24-page press, enlarged the personnel and increased the circulation from less than 6,400 to more than 10,000. The Wilson Daily Times is the only newspaper published in Wilson County.

The first Wilson paper, The North Carolinian, was established in the early 1800s but it was short-lived. Major Hearne moved to Raleigh to join a larger publication.

Josephus Daniels, for many years editor of The News and Observer, and son of Wilson's postmistress, bought an interest in the Wilson Advance, published by James A. Williams, in 1880. When Mr. Williams died, John E. Woodard, Wilson attorney, purchased his interest, later selling it to Mr. Daniels and Frank Connor, a printer. Mr. Daniels later bought out his partner. During this period Jeff Caraway published The Mirror, which came out earlier in the week. One of Wilson's most colorful weeklies during that period was The Wilson Plain Dealer, published by Col. R. W. Singeltary. Mr.

Daniels often remarked that he would like to "be a good editor like Col. Singeltary."

One of Wilson's first weeklies was The Wilson Ledger, published by John T. Albritton, a printer and former Baptist minister, started in 1855. Later a Prof. Keenan published The Sentinel. During the spring of 1860 Dr. J. J. Lawrence established The Star of Freedom. In that year H. Prentice Tucke took over The Ledger and John C. Gorman purchased The Star of Freedom. The two papers were consolidated.

Another early Wilson paper was The Wilson Shiftings, published by D. S. Carraway and Co., with A. W. Rowland as local editor. One copy of The Shiftings, dated in 1882, indicates that it and The Advance were being published about the same time. Carraway published four other papers elsewhere, The Star, The Herald, The Observer and The Messenger. Carl Goerch attempted to revive The Mirror in 1925 but his efforts failed. He published Wilson's first and only daily morning newspaper.—Information furnished by Mrs. Elizabeth Gold Swindell.

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60 years but never owned its home until after Miss Cooke purchased the equipment about a decade ago. Miss Cooke erected a modern building and has complete equipment for newspaper and commercial job printing. Miss Cooke was former editor of The Gates County Index, Gatesville. Earlier editors and publishers included: Townes and Meroney, C. W. Bailey, B. W. Sipe, L. A. Lee, and Victor Olmsted.

NASHVILLE—**Graphic,** published Thursdays, Independent, Established 1895, by M. W. Lincke; Thomas Wilson, Editor and Publisher; operates commercial print shop.

The Graphic was operated for many years by Mr. Lincke and following his death by members of his family. The business was taken over several years ago by Mr. Wilson, UNC Journalism graduate and former news editor of The Elkin Tribune. Mr. Wilson and two of his brothers, Paul and Joseph Wilson, about a year ago purchased and are operating The Pinehurst Outlook. A former editor is Jack Riley, former Sunday editor of The News and Observer and now UNC Journalism instructor.

NEWLAND—**Avery Scenic Press,** published Thursdays, Independent, Established 1940, by D. M. Spurgeon, Publisher; Carl D. Osborne, Editor and Manager; operates complete and modern small print shop.

The Press has been developed into a well-printed and attractive home-county newspaper. Publisher Spurgeon operates two other newspapers, one in Virginia and one in Mountain City, Tenn., with commercial plant specializing in church and school publications. Many years ago a Mr. Schumann started and published for a long time The Avery Herald, a hand product. He sold the plant to K. L. Haga, who published The Herald for several years, then suspended publication. The present management took over and expanded the equipment, changing the name of the paper.

NORTH WILKESBORO—**Hustler,** published Wednesdays, Democratic, Established 1896; W. E. Pharr, Editor and Publisher. The Pharr brothers have published The Hustler for many years. R. B. Pharr died last year. (NR)

PEMBROKE—**Progress,** published Thursdays, Independent, Established 1947; Maurice C. Giraldi, Editor; printed in Martin's Print Shop, Hamlet.

Formerly The Progress was published by Dougald Coxe and printed in his shop at Lumberton. Early in 1950 it became an independent newspaper. Former editors were Lewis Barton and Mrs. Ira Pate Lowry.

PILOT MOUNTAIN—**News,** published Fridays, Democratic, Established 1941; Viola Edwards, Editor and Publisher. (NR)

PINEHURST—**Outlook,** published Fridays, Independent, Established 1897; Miss Virginia Simpkins, Editor; Paul S. Wilson, Publisher; Pinehurst Printing Co.; operates a modern printing plant, publishing monthly The Pinehurst Bookseller.

The Outlook was edited and published for 15 years by Robert E. Harlow, publicity man for Pinehurst, Inc., who sold his publication last year to establish The Golf World.

The business was purchased by three brothers, Paul S., Joseph and Thomas Wilson, the latter publisher of The Graphic, Nashville.

PITTSBORO—**Chatham Record,** published Thursdays, Non-partisan, Established 1878, by Henry A. London; Mrs. W. B. Morgan, Editor; Chatham News Publishing Co., Siler City, E. A. Resch, president; printed in The Chatham News Publishing Co. plant at Siler City.

Among the former prominent editors and publishers were Oscar J. Peterson, prolific old-time writer, and Stacy Brewer.

PLYMOUTH—**Roanoke Beacon,** published Thursdays, Independent, Established 1889; F. M. Manning, Editor; Roanoke Beacon Publishing Co.; operates commercial print shop.

The Roanoke Beacon is owned and published by W. C. Manning, Jr., W. H. Booker and F. M. Manning, of Williamston, who edit and publish The Enterprise, Williamston, and The Weekly Herald, Robersonville.

RAEFORD—**News-Journal,** published Thursdays, Democratic, Established 1911; Paul Dickson, Editor and Publisher. (NR)

RALEIGH—**The Carolinian** (Negro), published Saturdays, Independent, Established 1941, by P. R. Jervay; P. R. Jervay, Publisher; printed in its own modern newspaper and job printing plant in Raleigh, which also publishes The Winston-Salem Carolinian and prints The Wilmington Journal.

The Carolinian is a successor to The Carolina Tribune, established in 1920 by Claude E. Whitaker, publisher for some 13 years. It was operated during the period 1933-40 by H. I. Fontellio-Nanton. P. R. Jervay then purchased the plant and changed the paper's name.

RANDLEMAN—**The Randolphian,** published Thursdays, Independent, Established 1945; Carol Fleming, Editor; Jack Abernathy, Publisher. (NR)

RED SPRINGS—**Citizen,** published Thursdays, Independent, Established 1896, by Archibald Johnson; Dougald Coxe, Editor and Publisher; printed in office of Lumberton Post.

RICH SQUARE—**Roanoke-Chowan Times,** published Thursdays, Democratic, Established 1892, by A. J. Conner; Esther Conner, Editor and Publisher; printed in Rich Square. The Times has been in the Conner family during the more than half a century of its publication, father and daughter.

ROBBINSVILLE—**Mountain Lake News,** published Thursdays, Independent, Established 1947; Lucile Mulkey, Editor; Mountain Lake News, Publishers. (NR)

ROBERSONVILLE—**Herald,** published Wednesdays, Independent, Established 1914; F. M. Manning, Editor; Herald Publishing Co., Williamston. The Herald is published by the publisher of The Williamston Enterprise and is printed in its shop.

ROCKINGHAM—**Post-Dispatch,** published Wednesdays, Democratic, Established 1917; Isaac S. London, Editor and Publisher; printed in its own shop.

The Post was established in 1909 and The Dispatch in 1916. Isaac S. London, former publisher of The Siler City Grit, purchased these papers and consolidated them as The Post-Dispatch in 1917 and is still going strong after 33 years there.

ROCKY MOUNT—**News,** published Fridays, Independent Democratic, Established 1910, by Rocky Mount Publishing Co.; J. L. Horne, Jr., Editor. The News is issued from the plant of The Rocky Mount Telegram, also edited and published by Mr. Horne.

ROSEBORO—**News,** published Thursdays, Independent, Established 1941, by H. N. McKenzie; J. H. Silvertsen, Editor; printed by Sampson Publishing Co., Clinton.

The Roseboro News was established by Mr. McKenzie while he was publishing The Sampson News, Clinton, and was sold with The Sampson News later that year to Mr. Silvertsen.

RUTHERFORDTON—**Rutherford Co. News,** published Thursdays, Independent Democratic, Established 1926, by

R. E. Price and associates; R. E. Price, Editor; Rutherford County News, Publisher; operates a commercial printing plant.

Last year Mr. Price celebrated his 25th anniversary of operation and his fifth year as sole owner of The News, during which time he has doubled the size of the paper and the staff. Mr. Price has been active in work of the N. C. Press Association and served as its president 1949-50.

SAINT PAULS—**Review,** published Thursdays, Independent, Established 1922; Julia McNeill, Editor and Publisher.

SCOTLAND NECK—**Commonwealth,** published Fridays, Independent Democratic, Established 1882, by W. H. Kitchin; E. W. Rodgers, Editor; Commonwealth Publishing Co.; operates commercial print shop; prints Enfield Progress, also published by Mr. Rodgers. The Commonwealth absorbed The Scotland Neck News in 1929.

The Commonwealth was published for many years by members of the prominent Kitchin family, including its founder, W. H. Kitchin, Congressman, and two of his sons, W. W. Kitchin, Congressman and Governor, and Claude Kitchin, Congressman. Another prominent family, the Madrys, published The Commonwealth for several years. J. T. Madry was editor. Between these families, Norfleet Smith was publisher for a decade or more.

SELMA—**Johnstonian-Sun,** published Thursdays, Democratic, Established 1916; Jack Honrine, Editor and Publisher; operates the only job printing business in Selma.

This paper was published for many years by M. L. Stancil and members of his family. It was purchased in 1946 by Mr. Honrine, former New Bern printer.

SILER CITY—**Chatham News,** published Thursdays, Nonpartisan, Established 1923, by J. B. Whitley; E. A. Resch, Editor; Chatham News Publishing Co.; operates modern commercial print shop.

The News was the successor to The Siler City Grit, published until 1917 by Isaac S. London, Rockingham Post-Dispatch. Later publishers were P. H. Elkins and H. A. Oliver. It was purchased some 15 years ago by Mr. Resch, formerly of the Winston-Salem papers and president of the N. C. Press Association, 1947-48.

SNOW HILL—**Standard-Laconic,** published Fridays, Democratic, Established 1906, by Joseph Eppye Debnam; Mrs. J. E. Debnam, Local Editor; Mrs. John C. Andrews, Publisher; printed in The Ayden Dispatch office.

The late J. E. Debnam, founder, was school superintendent in Greene County for 20 years and Mrs. Debnam continued operation of the paper after his death, although the plant was purchased by the late John C. Andrews. W. E. Debnam, well-known Raleigh radio news commentator, son of the founder, received his early newspaper training on The Standard-Laconic and was its editor for a few years.

SOUTHERN PINES—**Pilot,** published Fridays, Independent, Established 1922; Katharine Boyd, Editor; The Pilot, Inc., Publisher; operates a commercial print shop; Dan P. Ray, Manager-printer; Valerie Nicholson, Assistant Editor.

Earlier prominent editors and publishers included: Bion H. Butler, Nelson A. Hyde, Carl Thompson and James Boyd.

The Sandhills Daily News was published at Southern Pines around the 1930-40 period.

SOUTHPORT—**State Port Pilot,** published Wednesdays, Independent, Established 1928; J. M. Harper, Jr., Editor; News Reporter Co., Inc., Whiteville, Publisher; Leslie S. Thompson, Whiteville, owns half interest. A former publisher was W. B. Keziah, Southport.

SPARTA—**Alleghany News,** published Thursdays, Independent, Established 1889; Howard Sexton, News Editor; Ed M. Anderson, Publisher; Mrs. Ed Anderson, Associate Publisher.

The News, Alleghany County's only newspaper, absorbed The Star-Times in 1941.

SPINDALE—**Sun,** published Thursdays, Independent, Established 1940, by Clarence Griffin, General Manager; Glenn James, Editor; Ed M. Anderson, Publisher; printed in The Forest City Courier plant. The Spindale Sun is owned by the Rutherford County Publishing Co., Forest City, Ed M. Anderson, president; Clarence Griffin, secretary-treasurer and general manager, also publishing the Forest City Courier. The Sun won the National Editorial Association's general excellence award in 1944.

SPRING HOPE—**Enterprise,** published Thursdays, Independent, Established 1946, by R. B. Davis and Allen Barbee; Allen Barbee, Editor; Spring Hope Enterprise, Publisher. The Nash County News, formerly published in Spring Hope, was discontinued in 1944.

SPRUCE PINE—**Tri-County News,** published Thursdays; Independent; Established in 1935 by Mr. and Mrs. S. T. Henry, who are co-editors; operates modern newspaper print shop, but does not do commercial printing. Mr. Henry was in business paper publishing for more than 40 years, most of the time as an executive with McGraw-Hill Publishing Co. and its predecessor, McGraw Publishing Co.

The Tri-County News resulted from consolidation of the Spruce Pine News (1928) and The Burnsville Eagle (1896) and serves the three counties of Avery, Mitchell and Yancey. In this area, The Mitchell County Banner was published at Bakersville for many years by J. B. Craigmiles, from around 1900 until it was suspended around 1938, following his death.

SWAN QUARTER—**Hyde County Herald,** published Thursdays, Independent, Established 1939, by Victor Meekins; Thomas E. Spencer, Editor; Times Printing Co., Inc., Publisher; printed in The Coastland Times shop at Manteo.

The Herald was consolidated with The Coastland Times, Manteo, in 1947 and was re-established in 1948. Former editors include: Charles Bond, Mrs. Nell Wise Wecter and Carlton Morris, now editor of The Gates County Index, Gatesville. The Hyde County Record was consolidated later with The Belhaven Times. The Hyde County Messenger, Baptist church monthly, issued for about ten years, Rev. E. R. Stewart, editor and publisher, was discontinued about 1941.

SYLVA—**Herald-Ruralite,** published Thursdays, Independent, Established 1926, by E. E. Brown; J. A. Gray and J. M. Bird, Publishers; operates job print shop.

The Ruralite was purchased by Curtis Russ in 1943 and named The Herald-Ruralite. In 1944 Gray and Bird, former publishers of The Bryson City Times, purchased The Herald-Ruralite and continue its publication.

The Jackson County Journal, published for many years by the late Dan Tompkins, was discontinued in 1944.

TABOR CITY—**Tribune,** published Wednesdays, Independent, Established 1946, by W. Horace Carter; W. Horace Carter, Editor; Atlantic Publishing Co., owned by W. Horace Carter and Mark C. Garner; operates commercial print shop, in which are also printed The Myrtle Beach (S.C.) Sun and The Ocean Beach News, Ocean Drive, S. C., published by the same firm. Billy Whitted and Lawrence Ashby formerly edited The Tribune under lease. A former newspaper, The Tabor City Times, was operated for a few years, closing out during World War II.

TARBORO—**The Weekly Southerner,** published Thursdays, Democratic, Established 1824, by George Howard; B. M. Bass, Jr., Editor; Tarboro Printing Co., Publisher; owned by H. C. Bourne, V. H. Creech, Jr., and J. Creech, who also publish The Daily Southerner.

The Southerner was first published in Halifax in 1824 but was moved to Tarboro by Editor Howard in 1826. Former editors include: Frank Powell, Paul Jones, Bertham Brown, Aubrey Shackell, P. G. Shackell, Robert Weitick and R. H. Davis.

TAYLORSVILLE—**Times,** published Thursdays, Independent, Established 1887, by J. W. Babington; R. L. Teague, Editor; Conway Sharpe and R. L. Teague, Publishers; operates newspaper and commercial printing plant.

The Times was started as The Mountain Scout and was published as such until 1920. Former editors and publishers include: J. W. Babington, Thomas Smith, John Mullen and John Hart. Teague and Sharpe have been publishing the paper for many years.

TRENTON—**Jones County Journal,** published Thursdays, Democratic, Established 1949, by Wilbur J. and Muriel G. Rider; Wilbur J. Rider, Editor and Publisher; Muriel G. Rider, Business Manager; printed in the Kinston office of The Lenoir County News; published by The Lenoir County News Co., Inc., owned by W. J. and Muriel G. Rider.

TROY—**Montgomery Herald,** published Thursdays, Democratic, Established 1893; George M. Beasley, Jr., Editor; Beasley Newspapers, Publishers. (NR)

The Serviceman, published Wednesdays, Independent, Es-

tablished 1943; Charles H. Manning, Editor and Publisher. (NR)

TRYON—**Polk County News**, published Fridays, Independent, Established 1890; Seth M. Vining, Editor and Publisher.

The News was published for more than 40 years before it was acquired, probably 15 years ago, by Mr. Vining, publisher of the unique miniature daily newspaper, The Bulletin. (NR)

VALDESE—**News**, published Wednesdays, Independent, Established 1938, by Miss Beatrice Cobb; Richard H. Byrd, Editor; Beatrice Cobb, Publisher; printed in the Morganton News-Herald office. Marcel Tron, native of this Waldensian community, was a former editor, as was Marse Grant, now editor of Charity and Children, Thomasville.

WADESBORO—**Messenger and Intelligencer**, published Thursdays, Democratic, Established 1881; R. B. Boylin, Editor; Estate of J. G. Boylin, Publisher. (NR)

WAKE FOREST—**Wake Weekly**, published Fridays; Gideon V. Barbee, publisher; printed in The Zebulon Record shop; a college community publication, formerly a farm paper. (NR)

WALNUT COVE—**Stokes Record**, published Thursdays, Independent, Established 1932; Robert J. H. Duncan, Editor and Publisher; Mrs. Sallie F. Pepper and Fred Pepper former editors. (NR)

WARRENTON—**Warren Record**, published Fridays, Democratic, Established 1890, by Howard F. Jones; Bignall Jones, Editor; Record Publishing and Supply Co. Three sons of the founder, long secretary to Congressman John H. Kerr, have operated the paper, including Brodie and Howard, both deceased. Another brother, Duke Jones, operates the supply shop. (NR)

WARSAW—**Warsaw-Faison News**, published Thursdays, Democratic, Established 1947; William S. Leinbach, Editor; H. L. Oswald, III, Publisher; printed in The Wallace Enterprise shop.

The Warsaw-Faison News was formerly The Duplin Citizen, owned and operated by O. O. Phillips. It was purchased by the Oswald interests and the name was changed last year. W. W. Williams, Jr., now editor of The Pender Chronicle, Burgaw, was a former editor.

WASHINGTON—**Progress**, published Thursdays, Democratic, Established 1909, by W. K. Jacobson; Ashley B. Futrell, Editor; News Publishing Co.; also publisher of The Washington Daily News.

Former editors include: Garl Goerch, publisher of The State, Raleigh, and Fred Pendleton of the Elizabeth City Advance. A former Washington newspaper was The Beaufort County Record, suspended about two years ago.

WELDON—**Roanoke News**, published Thursdays, Democratic, Established 1866; B. F. Turner, Editor; Roanoke News Publishing Co. J. R. Grady, publisher of Duplin Times, Kenansville, was a former publisher. (NR)

WENDELL—**Gold Leaf Farmer**, published Thursdays, Democratic, Established 1911; published by The Gold Leaf Farmer Publishing Co., Inc., Ferd Davis, president. Controlling interest in this firm is owned by Theo. Davis Sons, publisher of The Zebulon Record. The Gold Leaf Farmer is printed in The Zebulon Record office.

WEST JEFFERSON—**Skyland Post**, published Thursdays, Independent, Established 1930, by Miss Ruth Reeves; Mrs. Ed M. Anderson, Editor; Ed M. Anderson, Publisher; operates well-equipped newspaper and job shop, in which The Alleghany News, Sparta, is printed.

The Skyland Post has been owned and operated by the Andersons for the past 12 years, during which time it has won several State and National awards for excellence. The Post is a successor to The Northwestern Herald, published by a stock company, started in the early 1920s. D. C. Nance was editor for about five years, and a Mr. Campbell later, until Miss Reeves acquired it and changed the name. The Herald started at Jefferson but soon moved to West Jefferson. The Ashe Recorder was published for several years by Mr. Campbell, with Walter Johnson as editor, but suspended around 1927 when Mr. Campbell went with The Herald.

WILMINGTON—**Journal** (Negro), published Saturdays, Independent, Established 1945, by T. C. Jervay; T. C. Jervay, Editor and Publisher; R. S. Jervay Printing Co.; printed by The Carolinian shop in Raleigh.

The R. S. Jervay Printing Co. was established 50 years ago by R. S. Jervay, father of T. C. Jervay and P. R. Jervay, publisher of The Carolinian in Raleigh and in Winston-Salem.

The Cape Fear Journal was published for several years in Wilmington by P. R. and T. C. Jervay and Thomas Smith.

WINDSOR—**Bertie Ledger-Advance**, published Thursdays, Independent, Democratic, Established 1887; H. D. Cullen, Editor; Parker Bros., Publishers; printed in the Ahoskie plant. This is one of the four papers in the weekly field published by Parker Bros.

WINSTON-SALEM—**The Carolinian** (Negro), Established 1950; Curtis Todd, Editor; published by and printed in the shop of The Carolinian, Raleigh, P. R. Jervay, owner.

YADKINVILLE—**Renfro Herald**, published Wednesdays, Democratic, Established 1938, by Williams Printing Co.; Mrs. Virginia White Transou, Editor; Renfro Herald Publishing Co., Inc.; printed in The Mocksville Enterprise shop.

The Renfro Herald is a Democratic paper in a Republican county. The company is owned by 15 citizens, largely of Yadkinville and Boonville. It was published briefly by the late O. C. McQuage of The Mocksville Enterprise and sold to the present company. Former editors were: Mrs. Kate Mackie Waynick and R. Allen Jessup. Mrs. Transou, former Hertford bureau manager for The Daily Advance, Elizabeth City, became editor about two years ago.

Yadkin Ripple, published Thursdays, Republican, Established 1892 by Mrs. Mattie Johnson Hall; W. E. Rutledge, Editor and Publisher; W. E. Rutledge, Jr., Assistant; printed by The Elkin Tribune shop.

The Yadkin Ripple was started at East Bend, near the Yadkin River, and a few years later was purchased by E. D. Stanford, attorney, and moved to Yadkinville. Later owners were H. B. Nelson, Rev. C. M. Warden and Attorney S. C. Williams. Editor Rutledge purchased the paper in 1910 and has since published it. Of the former editors, only the founder, Mrs. Hall of Winston-Salem, survives. (Mrs. Hall, 88, died in January, 1951.) Former employees included Santford Martin, editor of the Winston-Salem Journal and Sentinel, and M. R. Dunnagan, of The E. S. C. Quarterly. The Ripple purchased and absorbed The Yadkin Valley Pilot, operated briefly around 1915 at East Bend by Charles E. Jenkins, a printer who perished when the S. S. Titanic sank.

The Outlook, started in 1886 by Mr. and Mrs. Henry, suspended after a few years. The Jonesville Enterprise, at Jonesville in Yadkin County, established around 1850, was one of the first weeklies in northwestern North Carolina. It was published for several years by Mumford Bacon.

YANCEYVILLE—**Caswell Messenger**, published Thursdays, Democratic, Established 1926, by W. C. Jones; Erwin D. Stephens, Editor and Publisher; operates general job printing plant. Mr. Jones continued operation of the paper until 1934 when it was taken over by Mr. Stephens, who continues as editor and publisher.

The Caswell Democrat was published by A. Y. Kerr in Yanceyville for 40 years or more, until it was suspended in 1941.

Heavy Articles, Wit and Humor in College Publications

BOONE—**Appalachian**, published Fridays, College, Established 1835, by students Appalachian State Teachers College, Editors and Publishers, printed by Rivers Printing Co.

Former editors include: H. G. Jones, history teacher at Oak Ridge Institute; Sloan Hill, news editor, Carroll County Georgian, Carrollton, Ga. (These two publish The Blowing Rocket, summer publication, at Blowing Rock); Rogers Whitener, English instructor, Florida Southern College, at Lakeland, Fla.

CHAPEL HILL—**Alumni Review**, published Monthly, College Alumni, Established 1912, by Alumni of UNC; J. Maryon Saunders, Editor; General Alumni Association of the University of North Carolina, Publisher; official alumni organ; printed by Orange Print Shop, Chapel Hill.

The Alumni Review is printing 9,200 copies each of ten months in a year, approximately 69% going to alumni in North Carolina, but 44 states and 35 foreign countries are represented. Additional weekly issues are distributed during the fall. Dr. L. R. Wilson, librarian, was editor for many years; Daniel L. Grant, 1924-27, and Mr. Saunders since 1927.

Carolina Journal of Pharmacy, published Monthly, Pharmaceutical, Established 1915, by the William Simpson Pharmaceutical Society of the UNC School of Pharmacy; W. J. Smith, Editor; North Carolina Pharmaceutical Association, Publisher.

After appearing as a quarterly for three years, this publication was abandoned but was re-established as a monthly in September, 1922, published by N. C. Pharmaceutical Assn. John Grover Beard, late dean of the UNC School of Pharmacy, was editor from the start until 1940, when Mr. Smith took over the publication. Miss Alice Noble was assistant editor for about 20 years, 1920-40.

Carolina Quarterly, College Literary, Established 1844, by the Dialectic and Philanthropic Literary Societies as The Carolina Magazine; Students of University of North Carolina, Editors and Publishers.

The Carolina Quarterly was established in 1948 by students of the State University. Present editor is Miss Lyn Miller, and it is printed by the Colonial Press, Chapel Hill. Sponsors in this area include: John Sprunt Hill, Betty Smith, Paul Green, Dr. Norman Foerster, Josephina Niggli, William M. Prince and others. Roy Moose, William Sessions, Harry Snowden, Dr. Lyman Cotten, Walter Spearman, Phillips Russell, Charles Eaton and Dr. Harry Russell, all members of the Advisory Board, are UNC faculty members.

High School Jonrnal, published eight times a year, Educational, Established 1918, by the School of Education of UNC; W. Carson Ryan, Editor; University of North Carolina Press, Publisher. Until last year this journal was published five times a year, shifting to eight times a year last October, October through May.

North Carolina Law Review, published Quarterly, Legal, Established 1923, by the School of Law, UNC; Univeristy of North Carolina Press, School of Law. Prof. Maurice T. Van Hecke, later dean, was the first editor. It was edited by Law faculty members, with student assistance, 1923-39, and has since been edited by top ranking students, with faculty advice. It is printed by Seeman Printery, Durham.

Popnlar Government, published Monthly, N. C. Government, Established 1933, by Albert Coates; Albert Coates, Editor; Institute of Government, University of N. C., Publisher. (NR)

Southern Economic Jonrnal, published Quarterly, Economics, Established 1933, by Southern Economic Assn.; Southern Economic Assn. and the University of North Carolina, Publishers; G. T. Schwenning, UNC, managing editor; Board of Editors: T. C. Bigham, University of Florida; L. K. Brandt, University of Mississippi; A. S. Keister, The Woman's College of UNC; F. E. McVay, N. C. State College; and H. D. Wolf, UNC.

Tar Heel, published Mornings except Monday, College, Established 1892, by student groups; present Managing Editor, Rolfe Neill; published by UNC students; printed by Colonial Press, Carrboro.

The Tar Heel claims to be the oldest college daily in the South; only collegiate paper in the world with two full wire facilities; is Chapel Hill Bureau for the Associated Press; rated All-American for seven years; completely student-produced, including linotype and composition, everything except pressroom.

Former editors include: Thomas Wolf, famous author, and Orville Campbell, owner of the print shop, who has written several songs, including "All the Way, Choo, Choo."

University of North Carolina News Letter, published Fortnightly (Wed.), Educational, Economic and Sociological, Established 1914, by Dr. E. C. Branson; University of North Carolina, Extension Division, Publisher. Dr. S. H. Hobbs, Jr., succeeded Dr. Branson as editor in 1923, continuing until the present; printed by Colonial Press.

The News Letter is a fact-reporting sheet dealing with all phases of economic and social life of North Carolina. Each issue is devoted to a central topic of timely interest to the people of the State. The publication goes to 11,000 persons. The approximately 1,300 issues so far constitute the greatest body of important information about this State to be found in any State in the Union.

CHARLOTTE—**Quarterly Review of Higher Education Among Negroes** (Negro), published Quarterly, Educational (Negro), Established 1933, by Johnson C. Smith University; Hardy Liston, Editor; T. E. McKinney, Managing Editor; Johnson C. Smith University, Publisher. This publication is a contribution to the promotion of education by the University. Dr. H. L. McCrorey, President-Emeritus, was former editor.

Qneens Blues, published Bi-monthly, College, Established 1922, by Students of Queens College, Editors and Publishers.

CULLOWHEE—**Western Carolinian**, published Semi-monthly, College, Established 1933, by Faculty and students of Western Carolina Teachers College, Publishers.

This paper resumed publication in January after suspension for several weeks due to resigning of the editor; printed by the Waynesville Mountaineer Print Shop.

DAVIDSON—**Davidsonian**, published Fridays, College, Established 1915, by Students of Davidson College, Editors and Publishers. (NR)

Scripts 'n' Pranks, published four times a year, College Literary and Humor, Established 1930, by Students of Davidson College, Editors and Publishers.

CAROLINIAN, WOMAN'S COLLEGE, TRAINS MANY LEADING WRITERS

The Carolinian, weekly publication of the Woman's College, University of North Carolina, Greensboro, has been something of a training sheet to prepare its staff members for splendid jobs with newspapers and in other activities. In fact, perusal of former editors gives something of a "Who's Who" among leading women, as supplied by Miss Tempe Hughes, present editor-in-chief. Brief notes about some of them follow:

Ann Cantrell, Mrs. Ben N. White, Jr., society editor Greensboro News Record.

Nell Craig, Mrs. Bruce Strowd, Chapel Hill, director Woman's College News Bureau, 1942-45.

Eleanor Vanneman, Mrs. Chase H. Benson, Greensboro, politics and civic activities.

Blanche Armfield, Washington, D. C., working on medical history of World War II in office of Surgeon General, Dept. of Army.

Frances M. Gibson, Mrs. Boydston Satterfield, Atlanta, Ga., free lance writer for trade journals, formerly with Women's Division, Democratic National Committee.

Mattie Moore Taylor, Mrs. R. G. G. Stanton, journalist in Hong Kong, China, at last reports; formerly with Wisconsin State Journal and publicity director, Community Union, Madison, Wis.

Betty Brown, Mrs. Carlton Jester, Jr., Greensboro, former executive secretary, Woman's College Alumni Asso.

Margaret Kernodle, Washington, D. C., Associated Press correspondent.

Elizabeth Yates, Mrs. Walter King, Jr., Greensboro, works for Life Magazine.

Kate Urquhart, New York City, active executive in public relations; formerly with advertising agency; formerly associated with U. S. Camera Annual, associate editor, Traveling Camera magazine.

Maxine Garner, Aberdeen Scotland, doing graduate work on Fulbright scholarship; former director of religious activities, Woman's College.

Peggy Dean, Raleigh, continuity script writer, Radio Station WPTF.

Frances Newsome, Mrs. Latham L. Miller, Raleigh member UNC board of trustees; former News & Observer reporter.

Hal March, Mrs. Bernard Scheffler, for several years executive secretary, Phi Beta Kappa edition, The Scholar.

Betty Anne Ragland, works for Salisbury Post.

Sarah Denny, Raleigh, associate editor, Carolina Co-operator.

Ellen Metz, New York City, secretary, Oxford Press, NYC.

Katherine Taylor, dean of women at Woman's College since 1943.

This publication was the successor to two former college publications—Yowl, a humor magazine published until 1930, when it was banned for pornography, and The Chameleon, a literary magazine published until 1930, when it died a natural death. Scripts 'n' Pranks is well censored. It is printed by The Herald Press, Charlotte. Former editors include: David H. Gambrell, now at Harvard University; David C. Hamilton, present editor, both soon to be in U. S. Army, and William J. Hamilton, now in U. S. Air Corps.

DURHAM—**Character and Personality,** published Quarterly, Psychology, Established 1932, by Dr. Karl Zener, Editor; Duke University Press, Publisher. (NR)

Chronicle, published Fridays, College, Established 1905, by Trinity College; Duke University Publications Board, Publisher; printed by Christian Printing Co., Durham. This publication was started as The Trinity Chronicle and the "Trinity" was dropped when the name of Trinity College was changed to Duke University.

Duke Mathematical Journal, published Quarterly, Mathematical, Established 1935; John H. Roberts, Managing Editor; Duke University Press, Publisher and Printer.

This journal publishes original research papers in the field of mathematics. Former editors include Joseph Miller Thomas and Leonard Carlitz.

Duke 'n' Duchess Magazine, published Monthly, College Humor, Established 1935, by Students of Duke University, Editors and Publishers. (NR)

Duke University Alumni Register, published Monthly, College Alumni, Established 1915, by the alumni of Trinity College; Charles A. Dukes, Editor; Alumni Assn. of Duke University, Publisher; Seeman Printery, Inc., Durham, Printer.

The name of this publication was changed from Trinity Alumni Register in 1925 when the name Trinity College was changed to Duke University.

Duke University Archive, published Quarterly, College Literary, Established 1888, by Trinity College; Duke University Publication Board, Editors and Publishers; Christian Printing Co., Durham, Printer.

The Archive is said to be the oldest continuous literary publication in the South and was the sole publication at Trinity College until 1905, when The Chronicle appeared. It was published first by the senior class of Trinity College.

In 1943, due to war conditions, The Archive was combined with the humor magazine, Duke 'n' Duchess, but in 1945 the two publications were separated again.

Ecology, published Quarterly, Scientific, Established 1920, by The Ecological Society of America; Donald B. Lawrence and E. S. Deevey, Editors; Duke University Press, Publisher; printed by the Lancaster Press.

Ecology is affiliated with "Bulletin of the Ecological Society of America," (Quarterly) edited by the secretary, and "Ecological Monographs," published quarterly, scientific, established in 1931; H. J. Oosting and W. J. Hamilton, Jr., editors; Duke University Press, publisher; Seeman Printery, Durham, Printer.

Journal of Parapsychology, published Quarterly, Scientific, Established 1937, by Prof. William McDougald and Dr. J. B. Rhine; Duke University Press, Publisher; printed by Seeman Printery, Durham; edited for three years by Dr. Gardner Murphy, then of Columbia University, now head, Dept. of Psychology, College of the City of New York.

The Parapsychology Bulletin is published quarterly and sent to subscribers of The Journal but may be acquired separately; Dorothy H. Pope, Parapsychology Laboratory, Duke University, Editor.

Journal of Personality, published Quarterly, Psychology, Established 1932; D. Karl Zener, Editor; Duke University Press, Publisher. (NR)

South Atlantic Quarterly, published Quarterly, Lit. & Historic, Established 1902, by 9019 Scohlarship Society of Trinity College; Wm. T. Laprade, Editor; Duke University Press, Publisher; printed at Seeman Printery, Durham.

The Quarterly was published by the South Atlantic Publishing Co. until the Duke University Press was established in 1925. Former editors include: John Spencer Bassett, Dr. Edwin Mims, Dr. W. P. Few, Dr. W. H. Glosson, Dr. W. K. Boyd, Dr. W. H. Wannamaker and Henry S. Dwire.

The Hispanic American Historical Review, published Quarterly, Latin-American History, Established 1918, by American Historical Assn.; Dr. Charles C. Griffin (Vassar College, Poughkeepsie, N. Y.), Editor; Duke University Press, Publisher; printed by Seeman Printery, Durham.

The Review was suspended in 1921 and in 1926 was taken over and continues to be owned and published by Duke University Press.

ELON COLLEGE—**Maroon and Gold,** published Bi-monthly (Fridays), College, Established 1919, by Students of Elon College, Editors and Publishers. (NR)

GREENSBORO—**Carolinian,** published Fridays, College, Established 1918, by Student Government Association of the Woman's College of University of North Carolina, Publishers; Tempe Hughes, current Editor-in-chief; printed by McCulloch Press, Greensboro.

The Carolinian uses inter-collegiate and national ACP releases; member of N. C. Collegiate Press Assn. and Associated College Press, distributor of Collegiate Digest. (See Press Notes for former editors.)

Coraddi, published Quarterly, College Literary, Established 1897, by Student Literary Societies, Woman's College of University of North Carolina, Publisher; student editors; printed by McCulloch Press, Greensboro.

Coraddi was formerly known as State Normal Magazine (1897-1919), was published by a board of editors, elected from literary societies under the direction of a managing editor, chosen by the faculty until 1907. Since 1914 it has been published entirely by a student-elected staff, no longer connected with literary societies and independent of the faculty. It has been a splendid training school for editors and authors. (See Press Notes.)

GREENVILLE—**Teco Echo,** published Fridays, College, Established 1925, by Students of East Carolina Teachers College, Editors and Publishers.

Teco Echo is a modern weekly paper distributed to students, faculty and alumni. Last year it was awarded highest ratings for newspapers published by teachers colleges, by the Columbia Scholastic Press Association of Columbia University. It is printed by the Renfrew Printing Co., Greenville. This year's editor is Rexford E. Piner. Former editors include: James A. Whitfield, state editor of The News and Observer, and Bernice Jenkins, managing editor, Wilmington News. The Tecoan is the college yearbook.

GUILFORD COLLEGE—**Guilfordian,** published Bi-monthly, College, Established 1920, by Literary Societies of Guilford College, Editors and Publishers. (NR)

HICKORY—**Lenoir-Rhynean,** published Fridays, College, Established 1910, by Students of Lenoir-Rhyne College, Editors and Publishers. Editors and business managers are elected annually by the student body, the editor receiving a $100 scholarship. It is printed by the Hickory Printing Co. The Tracer, a former humor magazine, was suspended due to faculty pressure.

HIGH POINT—**Hi-Po,** published Bi-weekly, College, Established 1924, by Students of High Point College, Editors and Publishers. (NR)

MARS HILL—**Hilltop,** published Semi-monthly, College, Established 1925, by Students of Mars Hill College, Editors and Publishers; printed by the Biltmore Press, Asheville.

The Hilltop took the place of The Laurel, a student literary publication whose name was transferred to the college annual.

Mars Hill College Quarterly, published quarterly by Mars Hill College. It carries news of the college and items of interest to the alumni and constituency.

RALEIGH—**Rural Sociology,** published Quarterly, Rural Sociology, Established 1936; Howard W. Beers, University of Kentucky, Editor; Selz C. Mayo, Managing Editor; North Carolina State College, Publisher; printed at N. C. State Print Shop.

Rural Sociology is the official organ of the Rural Sociological Society, devoted to publishing research relative to the scientific study of rural life. This journal is used by educational institutions in their study of rural life. It was published for five years by Louisiana State University, with T. Lynn Smith as managing editor after it began in 1936. N. C. State College has published it during the last ten years.

State College News, published Monthly, College Alumni, Established 1928, by General Alumni Assn. of North Carolina State College of Agriculture and Engineering; H. W. (Pop) Taylor, Editor; printed under contract.

This magazine is devoted to acquainting former students with activities and services of the college and to helping

alumni keep in touch with one another, and is sent to all dues-paying members. Mr. Taylor is executive secretary of the Association.

Technician, published Fridays, College, Established 1920, by Students of North Carolina State College, Editors and Publishers. (NR)

Twig, published Semi-monthly, College, Established 1907, by Students of Meredith College, Editors and Publishers. (NR)

RED SPRINGS—**Pine and Thistle,** published Quarterly, College, Established 1898, by Zetesian and Epsilon Literary Societies; Students of Flora MacDonald College for Women, Editors and Publishers; present editor, Amanda Smith; Carolyn Huneycutt, Business Manager; printed by Edwards and Broughton, Raleigh; Dr. Eleanor B. Scott, Faculty Adviser.

This magazine began as a handwritten sheet but was printed after the first year. In the 1930s it was taken over by the general student body. Its name comes from the type of section and the Scottish heritage.

SALISBURY—**Pioneer,** published Fortnightly (Sat.), College, Established 1925, by Students of Catawba College, Editors and Publishers. (NR)

WAKE FOREST—**Old Gold and Black,** published Mondays, College, Established 1916, by college students; Students of Wake Forest College, Editors and Publishers; present staff, Miss Carol Oldham and Dave Clark, Co-editors; Bob Holloman, Business Manager; printed by the Progressive Printing Co., Durham.

This year Old Gold and Black increased its size to seven columns by 20 inches, six pages. It deals with student activities and 2100 copies are mailed weekly. Former editors include: Dr. E. E. Folk; Robert L. Humber, Greenville attorney, and World Federation promoter; and Carroll C. Weathers, Raleigh attorney.

WILSON—**Torchlight,** published Monthly, College, Established 1928, by Students of Atlantic Christian College, Editors and Publishers. (NR)

WINSTON-SALEM—**Salemite,** published Fridays, College, Established 1921, by Students of Salem College, Editors and Publishers. (NR)

Religious, Professional, Trade and Special Publications

RELIGIOUS

CHARLOTTE—**Star of Zion** (Negro), published Thursdays, A.M.E. Zion, Established 1876; Rev. W. R. Lovell, Editor; A.M.E. Zion Publishing House. (NR)

GREENSBORO—**American Jewish Times-Outlook,** published Monthly, Religion & Democratic, Established 1934, by Harry Sabel and David Bernstein; Irving A. Weisler, Editor; David Bernstein, Manager; Nathan Kessler, Richmond Office Manager; Mrs. Min Klein, Carolinas News Editor; Mrs. Florence Byers, Virginia News Editor; printed by McCulloch Press, Greensboro; published by the American Jewish Times-Outlook, Inc.

The American Jewish Times, Greensboro, and The American Jewish Outlook, of Virginia, were consolidated in August, 1950. Mr. Sabel was owner until his death in April, 1950, of The Times, which was bought then by David Bernstein. Mr. Sabel and David Bernstein organized The Outlook in Virginia in 1945, and Harry N. Bernstein bought Mr. Sabel's stock in 1947. Former editors include: Harry Bernstein, Mr. Sabel and Marvin Caplan, in Virginia, and Chester B. Brown, in Greensboro. The publication disseminates current international, national, sectional, organizational and social news of interest to the Jewry of the Southeast.

North Carolina Christian Advocate, published Thursdays, Methodist, Established 1855, by the Methodist Church of North Carolina; C. W. Robbins, Editor; Methodist Board of Publications, Inc.

The Christian Advocate is the result of the merger of the Raleigh Christian Advocate, the North Carolina Christian Advocate and the former Methodist Protestant publication. It is printed by the Piedmont Press, owned by the two North Carolina Methodist Conferences. Former editors include: Dr. H. C. Sprinkle, Jr., Drs. M. T. and A. W. Plyler, twins, T. A. Sykes and Dr. Gilbert T. Rowe.

JEFFERSON—**Ashe Presbyterian,** published Quarterly, Presbyterian, Established 1920, by Rev. R. H. Stone; John W. Luke, Editor; The Ashe Presbyterian, Publisher; printed by the Skyland Post, West Jefferson.

This publication is dedicated to home mission work, primarily in Ashe County, and contributors include Presbyterian ministers and lay leaders in the county. Former editors include Rev. R. H. Stone and Miss Kathryn Hunt, both of Jefferson.

KINSTON—**Mission Herald,** published Monthly, Protestant Episcopal, Established 1886; Rev. J. R. Rountree, Editor; Diocese of East Carolina, Publisher. (NR)

RALEIGH—**Baptist Informer,** published Monthly, Baptist, (Negro), Established 1878, by General Baptist Convention of North Carolina, Inc.; Otis L. Hairston, Editor; General Baptist Convention of N. C., Publishers; printed by the Capital Printing Co., Raleigh.

This is the official organ of the General Baptist Convention devoted to publicizing the work of some 1700 affiliated churches and national religious activities and trends. The name of the publication has been changed six times in the more than 70 years of publication, including African Expositor, The Baptist Highlight, The Chowan Pilot, Baptist Sentinel, Union Reformer, and the present name, Baptist Informer, was given the publication in 1943 by its present editor, Otis L. Hairston.

Biblical Recorder, published Saturdays, Baptist, Established 1835, by Thomas Meredith; Dr. L. L. Carpenter, Editor; Biblical Recorder, Inc., Publisher; printed by the Bynum Printing Co., Raleigh.

The Biblical Recorder was established as the North Carolina Baptist Interpreter at New Bern in 1833 by Dr. Meredith, for whom Meredith College was named. It became The Biblical Recorder in 1835 and in 1838 it moved to Raleigh. Although the official organ of the State Baptist Convention, it was privately owned until 1939 when it became the property of the Convention. Present circulation is approximately 42,000. The Biblical Recorder is said to be the oldest corporation in Raleigh and is probably the oldest publication in the State. Dr. Carpenter has been editor since 1942 and recent editors were: J. S. Farmer, John C. Slemp and Eugene Olive. Earlier nationally-known editors were: Josiah William Bailey, later U. S. Senator; Dr. Hight C. Moore, later editorial secretary of the Southern Baptist Sunday School Board, and Dr. Livingston Johnson, editor for 14 years.

WEAVERVILLE—**Southern Presbyterian Journal,** published Weekly, Presbyterian, Established 1941, by the Southern Presbyterian Journal, Inc., Publisher; Rev. Henry B. Dendy, D.D., Editor; Dr. L. Nelson Bell, Associate Editor; A. Douglas Reid, Associate and Business Manager; printed by the Biltmore Press, Asheville.

The Journal is the publication of the Southern Presbyterian Church and has a circulation in excess of 15,000.

WILMINGTON—**Mission Herald,** published Monthly, Prot. Episc., (Not issued during July and August), Established 1886; Rev. W. R. Noe, Editor; Diocese of East Carolina, Publisher. (NR)

WILSON—**Zion's Landmark,** published Weekly, Established 1870, by Elder P. D. Gold, Primitive Baptist minister; Herbert D. Brauff, Publisher; organ of State Primitive Baptist Church.

Zion's Landmark, published several years by Elder Gold, was published for many years by John D. Gold, long publisher of the Wilson Daily Times and The Times, semi-weekly, until the plant was leased to Mr. Brauff in 1947.

WINSTON-SALEM — **Wachovia Moravian,** published Monthly, Moravian, Established 1893, by Moravian Church; Rev. Walser Allen, Editor; Moravian Church, Southern Province, Publisher. (NR)

PROFESSIONAL

CHARLOTTE—**Southern Hospitals,** published Monthly, Hospitals, Established 1932; Andrew Hewitt, Editor; Junius Smith, Business Manager; Clark-Smith Publishing Co., David Clark, president, printed in its shop.

This is the official publication of 14 state hospitals associations in the South and is unique as a regional publication. Although devoted primarily to southern institutions, material of universal interest is carried. The publication goes to approximately 3,000 hospitals administrators and department heads.

Southern Medicine and Surgery, published Monthly, Medicine & Surgery, Established 1856, by Medical Society of the State of North Carolina; J. M. Northington, M. D., Editor and Publisher.

This is the official journal of the Tri-state Medical Association, embracing the Carolinas and Virginia, for the past 20 years. It was successor to the North Carolina Medical Journal, Wilmington Medical Journal and Charlotte Medical Journal. Dr. Northington has been editor for some 30 years. Among former editors were: Drs. Thomas F. Wood, Robert Jewett, W. H. Wakefield, E. C. Register, J. C. Montgomery, M. L. Townsend, and department editors: Drs. E. J. Wood, J. K. Hall, A. J. Crowell, Wingate Johnson, Hubert A. Royster, Robert F. Lafferty, Paul Ringer, William Allan, Oscar L. Miller and C. C. Orr.

The Southern Optometrist, published Monthly, Established 1947, by Clark-Smith Publishing Co., printed in its shop; David Clark, President; Andrew Hewitt, Editor; Junius Smith, Business Manager.

This publication is devoted to the optometric profession and embraces 14 state optometric associations in the South.

McCAIN—**Sanatorium Sun,** published Monthly, Tuberculosis and Health, Established 1925, by Extension Dept., N. C. Sanatorium; Verniece N. Hatos, Editor; printed by Sandhill Citizen, Aberdeen.

The Sun is devoted to prevention and cure of tuberculosis and the promotion of health. It is distributed in North America and several foreign countries. John M. Gibson, former editor, is director, Division of Public Health Education in Alabama, and author of "Physician To The World: The Life of General William C. Gorgas," published by Duke University Press in 1950.

RALEIGH—**North Carolina Education,** published Monthly, Educational, Etsablished 1906; Mrs. Ethel Perkins Edwards, Editor; W. Amos Abrams, Associate Editor; John G. Bikle, Advertising Manager; published by the North Carolina Education Association, printed by Edwards and Broughton.

The North Carolina Education Association was started by Dr. E. C. Brooks and H. E. Seeman, directed by an advisory board representing the State Department of Public Instruction, the State superintendents and teachers.

This magazine, official publication of the N. C. Education Association, is published monthly during the school year and is devoted to promoting the interest of State teachers. Former editors and publishers include: E. C. Brooks, editor; H. E. Seeman, publisher; W. F. Marshall, editor and publisher; A. T. Allen, contributing editor; M. R. Trabue and M. L. Wright, editors; Jule B. Warren, business manager, publisher and editor; Fred W. Greene, editor, and Alice Paulukas, asosciate editor.

North Carolina Historical Review, published Quarterly, Historical, Established 1924, by North Carolina Historical Commission, now the State Department of Archives and History; D. L. Corbett, Managing Editor; N. C. State Dept. of Archives and History, Publisher; printed under State contract.

The Historical Review is devoted to publishing original articles dealing with the history of the State and is published in January, April, July and October of each year. Secretaries of the Archives and History Dept. have served as managing editors, including Dr. R. B. House, chancellor of the State University, and Dr. A. R. Newsome, now head of the History Dept. of the State University. Dr. Crittenden was designated as editor in 1936.

Southern City, published Monthly, Municipal, Established 1937, by the N. C. League of Municipalities; Mrs. Davetta Steed, Editor; Southern Municipal News Publishing Co., Inc.; printed by Edwards and Broughton, Raleigh.

This publication is devoted to the interests of municipal governments, specifically in North Carolina and in the southern states in general. Former editors include: Colvin E. Leonard, editor of the Greensboro Record, and C. A. Upchurch, Jr., of the State Alcoholic Beverage Control Board. Mrs. Steed, League secretary, has been editor in recent years.

Tarheel Banker, published Monthly, Established 1922, by N. C. Bankers Assn.; Joseph H. Wolfe, Editor; Jane Lassiter, Associate Editor; North Carolina Bankers Assn., Publisher; printed by Edwards and Broughton, Raleigh.

This magazine is published in the promotion of banking in the State and other promotional activities in which they engage. It is distributed to all of the 420 banks in this State and their branches, to associate members and to interested bankers throughout the nation. Editors have been secretaries of the State association, including Alan T. Bowler, Paul P. Brown, Eddie Wayne, LeRoy Lewis and Fred W. Greene. The Association also publishes Trends in Banking and Conference Catalog, published each July covering the Bankers Conference held annually at Chapel Hill.

WINSTON-SALEM—**North Carolina Medical Journal,** published Monthly, Medical, Established 1940, by the Medical Society of the State of North Carolina, Publisher; Dr. W. M. Johnson, Editor; printed by Carmichael Printing Co., Winston-Salem. This is the official organ of and is distributed to members of the State Medical Society.

TRADE PAPERS

ASHEVILLE—**Farmers Federation News,** published Monthly Agricultural, Established 1920; E. M. Ball, Editor; Farmers Federation News, Inc., Publisher, devoted to farming in the mountain counties.

Former editors have been: James G. K. McClure, organizer and head of Farmers Federation; Blackburn W. Johnson, editor of N. C. Agricultural Department publications; James McC. Clarke and Robert J. Brown.

CHARLOTTE—**Carolina Food Dealer,** published Monthly, Food Dealers, Established 1938, by N. C. Food Dealers Assn., Inc.; J. B. Vogler, Editor; N. C. Food Dealers Assn., Inc.; printed by the Dowd Press, Charlotte.

This publication is devoted to the interest of the retail and wholesale trade in North Carolina. It is a member of the Food Trade Press of America.

"Go", published Bi-monthly, Motoring and Travel, Established 1922, by Coleman W. Roberts, president, Carolina Motor Club; Thomas H. Broughton, Editor; T. E. Pickard, Jr., Associate Editor; Carolina Motor Club, Publisher. Publication offices are located at The Carolina Motor Club headquarters, 701 South Tryon St.

Knitter, published Monthly, Knitting Industry, Established 1937, by Clark Publishing Co.; David Clark, Editor; Clark Publishing Co., printed by Washburn Printing Co. Affiliated publications are: The Textile Bulletin, Southern Hospitals and Southern Optometrist.

Southern Textile News, published Saturdays, Textile, Established 1945, by John M. Mullen; John M. Mullen, Editor; Mullen Publications, Inc. (NR)

Textile Bulletin, published Monthly, Textile, Established 1911, by David Clark, Editor; Clark Publishing Co.; printed by Washburn Printing Co. Affiliated publications include The Knitter and two Clark-Smith Publishing Co. publications, Southern Hospitals and Southern Optometrist.

GREENSBORO—**Patriot Farmer,** published Semi-monthly, Agriculture, Established 1826; Eugene S. Knight, Editor; Patriot Publishing Co. (NR)

RALEIGH—**Carolina Co-operator,** published Monthly, Agricultural, Established 1922, by N. C. Cotton Growers Cooperative Association; M. G. Mann, Jr., Editor; Carolina Co-operator Publishing Co.; printed by Graphic Press, Inc., Raleigh.

Carolina Co-operator was started in 1922 as North Carolina Cotton Grower. The name was changed in 1935, when the format was changed from newspaper to magazine. A former editor was Roy H. Park, now editor of The Co-op Digest, Ithaca, N. Y.

Carolina Farmer, published Monthly, Agricultural, Established 1946, by J. E. Nicholson; J. E. Nicholson, Editor; The Carolina Farmer Publishing Co.; printed by the Graphic Press, Raleigh.

The Carolina Farmer is the official organ of the North Carolina Rural Electric Cooperative Association. Formerly it was printed in Greensboro but moved to Raleigh October 1, 1949, due to need for better printing facilities. It is printed in magazine form.

The Retailer, published Monthly, Merchants and Manufacturers, Established 1923, by Paul Leonard; Thompson Greenwood, Editor; N. C. Merchants Assn., Publisher; printed by Capital Printing Co., Raleigh.

The Retailer, formerly the Carolina-Virginia Retailer, is the official organ of the North Carolina Merchants Association. Started by Mr. Leonard while he was secretary of the Association, it was privately owned until 1927. Willard G. Dowell, Association secretary, was editor from 1927 until 1950 when he retired, and was succeeded by Mr. Greenwood. The Retailer has a circulation of 7,000.

N. C. Farm Bureau News, published Monthly, Agriculture, Established 1936, by North Carolina Farm Bureau; Joseph W. Kilgallen, Editor; N. C. Farm Bureau News, Publisher; Roy H. Park, Business Manager; L. C. Rights, Advertising Manager; printed by Parker Bros., Ahoskie. This publication, located in the Raleigh Building, Raleigh, is the official organ of the North Carolina Farm Bureau Federation.

The Progressive Farmer, published Monthly, Agricultural, Established 1886, by L. L. Polk; Dr. Clarence Poe, Editor; W. C. LaRue, Associate Editor; William D. Poe, Business Manager Carolinas-Virginia edition; Progressive Farmer Co., Publisher; principal office and printing plant, Birmingham, Ala.; issues five editions: Carolinas and Virginia; Texas; Mississippi, Arkansas and Louisiana; Georgia, Florida and Alabama; and Kentucky, Tennessee and West Virginia; magazine type of paper in colors. Issues contain from 80 to 150 pages.

The Progressive Farmer was started and published for two years in Winston-(Salem), then moved to Raleigh. Col. Polk, its founder and editor until his death in 1892, became president of the National Farmers Alliance. J. L. Ramsey was editor for seven years, and Dr. Poe has been editor since 1899—51 years. During the years Dr. Poe and his associates have absorbed and consolidated other farm papers until the five editions cover 13 southern states.

WINSTON-SALEM—**American Newspaper Boy,** published Monthly, Newspaper Boys, Established 1927, by Bradley Welfare; Bradley Welfare, Editor and Publisher; printing done by Carmichael Printing Co., Winston-Salem.

The American Newspaper Boy is published for sale in bulk to circulation departments of daily newspapers in the United States and Canada. Approximately 200 newspapers distribute it to their carrier boys free each month.

Southern Tobacco Journal, published Monthly, Tobacco, Established 1886; R. C. Carmichael, Editor; Jackson Publishing Co. (NR)

ORPHANAGE PAPERS

OXFORD—**Orphans' Friend and Masonic Journal,** published Semi-monthly, Masonic and Orphanage; Established 1872, by Oxford Orphanage; Leon Godown, Editor; Oxford Masonic Orphanage, Publisher; operates modern, large commercial printing plant.

This was a weekly newspaper type of publication until 1928, when it became a semi-monthly publication, now an eight-page magazine type, printed on book paper. J. H. Landrum has been print shop manager and printing instructor for 24 years. He gives training daily to an average of 16 boys, working in two shifts, and attending school half-a-day. They receive school credit for the print shop work. The normal press run exceeds 19,000 copies. John H. Mills was the first editor; others have been Miss Kate Herring, D. S. Kennedy and Frank M. Pinnix. Mr. Pinnix retired last year and was succeeded by Mr. Godown.

BARIUM SPRINGS—**Barium Messenger,** Presbyterian Orphanage, Published monthly; established in 1891 by the Barium Springs Orphanage, publisher; Rev. Albert B. McClure, editor; operates its own commercial job shop. Barium Messenger is a small four-page newspaper, devoted to the interests of the orphanage and the 280 children cared for. The print shop is a place of training the children in the varied arts and trades of writing and printing.

THOMASVILLE—**Charity and Children,** Baptist Orphanage; Published weekly; Established in 1887 by John H. Mills; Published by The Mills Home; Marse Grant, Editor. Mr. Mills, for whom the home was named, was editor most of the time from the beginning until 1895, with J. W. Oliver as interim editor. Dr. Archibald Johnson became famous as able and vigorous editor for 40 years, 1895-1935. John Arch McMillan starting as associate editor in 1929, became editor in 1935, continuing until his death in 1949. His daughter, Louise Faye McMillan was acting editor until some months ago, when Mr. Grant became editor.

Doubtless other orphanage papers are published, on which information was not received.

LABOR PAPERS

SALISBURY—**The North Carolina Federationist,** Published monthly, Labor; Established in 1938 by N. C. State Federation of Labor; official organ of Federation; C. A. Fink, managing editor; E. A. Tarver, publisher and business manager; printed by Rowan Printing Co.

Mr. Fink, president of the N. C. State Federation of Labor for many years, has been chief editor of The Federationist, although at the beginning the publication was under contract. The vice-president, the secretary-treasurer, and the 18 regional vice-presidents of the State Federation, are associate editors. The publication is in magazine form.

CHARLOTTE—**Charlotte Labor Journal and Dixie Farm News,** Labor, published weekly; established 1931; H. A. Stalls, editor and publisher; W. M. Witter, associate editor and for many years editor and publisher; Charlotte Central Labor Council, A F of L, connection.

Carolina Labor Journal, published monthly, Labor; H. A. Stalls, editor and publisher.

DURHAM—**Durham Labor Journal,** published Thursdays, Labor, established in 1944 by Tobacco Workers Local Unions, Numbers 176-183; E. R. Williamson, Editor; owned by Progressive Printing & Publishing Co., stock in hands of Durham A F of L labor unions; official organ of Durham Central Labor Council, A F of L. Originally it was named Durham Tobacco Workers Journal. A. C. Simpson was formerly editor.

ASHEVILLE—**Asheville Advocate,** published monthly, Labor; A. Liston Sams, editor and publisher; Asheville Central Labor Council, A F of L, connection. This is a magazine size publication.

The CIO does not have a publication in North Carolina at present. For a few years around the middle of the last decade The News Digest, established in 1942, and with CIO connections, was published weekly, Mondays, by the Wilmington News Digest.

MISCELLANEOUS

ASHEVILLE—**The Mountain Rattler,** published Monthly, due to be started Jan., 1951, by R. S. Meroney; R. S. Meroney, Editor and Publisher; a small 8½x11 inch sheet, iconoclastic and "Agin' everything and everybody."

MORAVIAN FALLS—**Yellow Jacket,** published Monthly, Republican & Iconoclastic, Established 1895, by R. Don Laws; R. Don Laws, Editor and Publisher. (See special item on "The Yellow Jacket" in this issue.)

PINEHURST—**The Golf World,** published Weekly, Golf, Established in 1947, by Robert E. Harlow; Robert E. Harlow, Editor and Publisher; printed in its own shop at Pinehurst.

Mr. Harlow, publicity man for Pinehurst, Inc., golf correspondent for national newspapers and press associations and editor and publisher of the Pinehurst Outlook for 15 years until last year, started The Golf World in 1947. This publication, devoted to professional and amateur golf, has a circulation of more than 7,000 throughout this country and in 30 foreign countries and territories. The cover is printed in colors and the publication is going on newstands for the first time this year.

RALEIGH—**The State,** published Saturdays, State News, Established 1933, by Carl Goerch; Carl Goerch, Editor; The State, Publisher; printed by Edwards and Broughton, Raleigh.

This magazine is devoted to publishing articles of interest about people, places and conditions in North Carolina. More than 21,000 copies are distributed, many going to former residents, now in other states and countries.

We The People, published Monthly, Economic, Established 1944, by Citizens Association of North Carolina, Inc.; Lloyd Griffin, Executive Vice-President; Jule B. Warren, Editor; Printed by Edwards and Broughton, Raleigh.

We The People carries special articles on government, taxation, conservation, industry and general feature articles relating to North Carolina, her organization and her people.

CHARLOTTE—**North Carolina Legion News,** published Monthly, American Legion, Established 1934, by N. C. Department of American Legion; B. S. Griffith, Editor; Nash McKee, News Editor; Wiley M. Pickens, Business Manager; official publication of the N. C. Dept., American Legion.

N. C. Newspapers Fine Training Schools for High Posts

Newspapers in North Carolina, particularly those in the weekly field, have been proving grounds and training units for many men and women who have later achieved prominence and importance in newspaper fields and in many related and unrelated activities. This "school of hard knocks" has tended to bring out abilities which have been demonstrated in many and divergent fields of activity. Some of these are listed below, along with the papers on which they served.

The Robesonian, Lumberton—David J. Whichard, Greenville Daily Reflector; C. H. Hines, Greensboro Daily News; A. P. McAllister, Lumberton; Pegram A. Bryant, Statesville Daily; Hamilton McMillan, Red Springs.

The Independent, Red Springs—Hoover Adams, Dunn Daily Record. With the earlier Fuquay Gold Leaf—A. J. Fletcher, Raleigh attorney; Walter Prince, Louisville, Ky., publisher of The Courier-Journal; Lynn Nisbet, Raleigh writer for afternoon papers.

News Reporter, Whiteville—Allen J. Maxwell, former State Commissioner of Revenue; Joe and Fred Little, Wilmington; Roland F. Beasley, Monroe Journal; W. B. Keziah, "One-Man Chamber of Commerce," Southport; Richard, Rone H. and B. Gordon Lewis; Mayon Parker, Ahoskie, Parker Bros., publishers and printers; J. A. Sharp, Sr., Lumberton; James A. Rodgers, editor, Florence (S. C.) Morning News.

Standard-Laconic, Snow Hill—W. E. Debnam, Raleigh, radio news commentator.

Southern City, Raleigh—Municipal, C. E. Leonard, Greensboro Record; C. A. Upchurch, Jr., Raleigh, ABC Director.

Cleveland Times, Shelby—Will Arey, Jr., in foreign service, U. S. State Department in Bogota, Colombia; Rush Hamrick, Jr., Kendall Medicine Co., Shelby; J. D. Fitz, managing editor, Morganton News-Herald; G. Norman Benjamin, manager, Arlington (Va.) Sun.

Farmers Federation News, Asheville—James L. McClure; Blackburn W. Johnson, public relations, State Department of Agriculture.

The Appalachian, Boone—H. C. Jones, teacher, Oak Ridge Institute; Sloan Hill, news editor, Carroll County Georgian, Carrollton, Georgia; Rogers Whitener, English instructor, Florida Southern College, Lakeland, Fla.

The Dispatch, Dunn—Byron Ford, Myron Green, Monroe, (both deceased); Miss Flora McQueen, Dunn; O. J. Peterson, Sampson and Chatham County publisher (deceased); Jack Riley, U.N.C. Journalism professor; George A. Penny, reporter, News and Observer; Wade Lucas, Raleigh correspondent; Hoover Adams, Dunn; J. Shepard Bryan, Dunn attorney.

The Pilot, Southern Pines—Bion H. Butler; Nelson A. Hyde; Carl Thompson; James Boyd.

Asheville News, Asheville (Asheville Advocate)—Harold Thoms, president Radio Stations WISE, Asheville, and WAYS, Charlotte.

The Observer, Charlotte—Isaac Erwin Avery and John Charles McNeill, poets; O. J. Coffin, U.N.C. Dean of Journalism; H. E. C. Bryant.

Hertford County Herald, Ahoskie, and its four affiliated newspapers—Miss Addie Mae Cooke, publisher, Cherokee Scout; W. J. Kelly, Wauchula, Fla., publisher of two weekly papers; Rev. C. W. Bazemore, assistant manager and editor of The Biblical Recorder; Tommy Davis, manager Alamance News, Graham.

Stanly News and Press, Albemarle—J. D. Bivens, A. C. Huneycutt.

The Citizen, Asheville—Thomas Wolfe (carrier boy); Captain Natt Atkinson; Robert M. Furman; Colonel John D. Cameron; Captain Thomas W. Patton; W. F. Randolph; John P. Kerr; Frank E. Robinson; Julius C. Martin; James H. Caine; Robert S. Jones; George Stephens; Robert Lathan; Charles A. Webb; W. G. (Billy) Bourne; Pat M. Burdette; Donald Gillis.

News, Charlotte—Wade H. Harris, later editor Charlotte Observer; W. Carey Dowd, Speaker House of Representatives; W. Carey Dowd, Jr.

The Tribune, Concord—J. F. Hurley; J. B. Sherrill; W. M. Sherrill.

The Tribune, Elkin—Dr. Joseph H. Carter, Newton Presbyterian pastor; Franklin Hildebrand, Jennings, La.

The Times, Raleigh—John Wilbur Jenkins; Robert L. Gray; O. J. Coffin; Jule B. Warren; Thomas J. Pence; Colonel Fred A. Olds; Nell Battle Lewis; Colonel A. L. Fletcher; Greek O. Andrews; Willis G. Briggs.

The Telegram, Rocky Mount—Henry A. Dennis, publisher, Henderson Daily Dispatch; H. Wiseman Kendall, editor, Greensboro Daily News; Anthony J. McKelvin (deceased), former sports and managing editor News and Observer.

Coraddi, Greensboro, monthly, student body, Woman's College, UNC—Jean Johnson, asst. dir. Contemporary Arts, NYC, and Div. Asst., International Exchange of Arts and Exhibits, U. C. Dept. of State; Carolyn Coker (Mrs. Warren Brandt), asst. to editor of Encore magazine and instructor, Washington Univ.; Margaret L. Coit, author of John C. Calhoun: An American Portrait, and articles in Look; Susanne Ketcham (Mrs. Roger Sherman), designer of costumes for The Common Glory; Julia Blauvelt (McGrane), author of

SEVERAL NEWSPAPERS SUSPENDED OPERATIONS DURING RECENT YEARS

Several North Carolina newspapers and periodicals have gone out of business or suspended operations during the past three or four years. A check of available sources show definitely that 16 newspapers and other periodicals published a few years ago are not now operating. This list is probably not complete.

At least 50 listed newspapers failed to answer three successive letters and furnish information requested. It is possible that at least a few of these are not now being published.

The list of those definitely out of business or suspended follows:

The Beaufort County Record, Washington, suspended publication about two years ago.

The Union Republican, Winston-Salem, established in 1872, and published for many years by J. B. Goslin, was sold a few years ago and about two years ago suspended publication.

The Independent, Elizabeth City, was published for many years by the late and widely known W. O. Saunders. George W. Haskett was publisher until about two years ago, when the plant was purchased by The Elizabeth City Advance and publication suspended.

The Times, New Bern; H. C. Waldrop was publisher and H. I. Crumpler (deceased), editor.

Tri-City News, Davidson; Thomas H. McKnight, editor and publisher.

Southern Association Quarterly, Durham; Dr. Holland Holton, editor, suspended after his death in 1947.

Clay County News, Hayesville; Mrs. J. Guy Padgette, former editor and publisher.

NCSG Magazine, High Point, establishedl 1945; Sgt. C. A. Pierce, former editor.

Headlight, Norlina; J. C. Hardy, editor and publisher, deceased.

Square Deal, Snow Hill; G. A. Jones, former editor and publisher.

The News, Spencer; A. W. Hicks, former editor and publisher.

The Journal, Sylva, discontinued in 1944. Dan Tompkins, editor and publisher, died last year.

The News-Times, Thomasville, edited by R. W. Green; purchased by and consolidated with The Thomasville Tribune.

Henderson Gold Leaf, weekly; Henry A. Dennis, editor; suspended temporarily.

Game Fowl News, Asheville, published monthly by R. S. Meroney since 1925, for game chicken fanciers in this continent and foreign countries, was sold recently to New York interests and was to start publication the first of this year in Connecticut.

Union Herald, Raleigh, formerly published Thursdays, Labor, established 1918, by Charles Ruffin; Charles Ruffin, Editor; Capital Printing Co., Publisher; affiliate A. F. of L.

poems appearing in The Saturday Review of Literature, Atlantic Monthly, Harper's, etc.; Edith Russell, author of plays and poems; Laura B. Weill (Mrs. Julius Cone), author WC college song and member, ex. com., UNC board of trustees; Mebane Holoman Burgwyn, author of children's books, "River Treasure" and "Lucky Mischief".

News-Messenger, Hamlet—Robert C. Ruark, noted war correspondent and columnist; Lynn Nisbet, Raleigh correspondent for afternoon newspapers.

The Daily Independent, Kannapolis—Todd Caldwell, publisher, Fuquay Springs Independent.

The Exchange, Laurinburg—Archibald Johnson, long editor of Charity and Children; late J. P. Wiggins, Maxton and Fairmont publisher.

News-Topic, Lenoir—Mark Squires, attorney; Johnston Avery, Fred S. May.

Graphic, Nashville—Jack Riley, UNC journalism teacher, former Sunday editor, News and Observer.

Biblical Recorder, Raleigh—Josiah W. Bailey, later U. S. Senator; Dr. Livingston Johnson, Dr. Hight C. Moore, later editorial secretary, Southern Baptist S. S. Board.

The Star, Shelby—Johnny and Pete McKnight; H. W. Kendall, editor, Greensboro Daily News; O. L. Moore, publisher, Laurinburg Exchange; Ben Roberts, Durham banker.

Hyde County Herald, Swan Quarter—Thomas E. Spencer, later with Washington Daily News; Mrs. Nell Wise Wecter, Stumpy Point, newspaper writer; Carleton Morris, editor, Gates County Index.

The News, Valdese—Marse Grant, editor of Charity and Children.

The News, Washington—Carl Goerch, publisher, The State; Fred Pendleton.

The Daily, Statesville—Joseph P. Caldwell, later famous editor of The Charlotte Observer, and R. R. Clarke.

Alamance Gleaner, Graham—Junius Parker, noted New York attorney; E. S. Parker, Jr., prominent Greensboro attorney; Joseph A. and John W. Noell, later publishers of The Roxboro Courier-(Times).

J. Hampton Rich, Editor, Adept Promotor and Ink Hound

One of the most interesting, if also one of the most annoying and aggravating newspaper publishers and editors, if he may be so called, to operate in North Carolina in many years was the late Joseph Hampton Rich, native of Davie County, resident of Winston-Salem and Chapel Hill, promoter of Daniel Boone trails and Davey Crockett tours, national and international traveler, visitor to practically every newspaper office in the State and a perennial attendant at the Press Institute sessions in Chapel Hill.

J. Hampton Rich, as he used it; "J. Hamp.", according to Dr. O. J. Coffin's usual use, once edited and published, spasmodically and intermittently, a newspaper which, as I recall, he called "The Mocksville Herald", although it was printed, at least in its latter and weakening years, in Winston-Salem. His shop for a time was located on North Main St. in the rear of the Elks Auditorium. The owner of the lease had sub-let the small space and a few pieces of printing equipment were installed.

J. Hampton didn't keep up with the rent, and the lease holder finally secured a court order and dumped his equipment on the sidewalk. Then J. Hampton found a vacant store room on the other end of Main Street in Salem and moved in. This was not far from the home of the man who had dispossessed him, and J. Hampton was frequently telling the man what he thought of him. One day, the man, having enough, opened up and called J. Hampton just about everything in the profane language.

That was what J. Hampton wanted. He hastened to police headquarters and swore out a warrant against the man—the charge was public nuisance, using profanity in a public place, or some such charge. J. Hampton made it a point to visit the editor of the morning paper and asked him to be sure to have a reporter in Recorder's Court the next morning—that he would get a good story. The next morning the paper had this type of item in the court report:

"(Man's name) was taxed with the costs for cussing out J. Hampton Rich". The man reported later that many people called to congratulate him.

Newsprint, then, as now, was scarce, especially for J. Hampton. On one occasion he took the contract for delivering several hundred page ad sheets for one of the large department stores, Efird's, I believe, from door to door. It was a reprint from one of the daily papers. Before distributing the sheets he printed on the other side the then current issue of his newspaper and had a group of boys deliver the sheets, street by street.

He was given credit for selling an ad, setting it up, inserting it in a page already made up, change the date and run off a few copies, including a few copies which he mailed. He would carry copies to advertisers as proof of insertion, and, when asked about the extent of circulation, would produce a receipt from the postoffice. And, he would accept meal tickets or other trade in exchange for the price of an ad.

Also, he had the reputation of watching items in one of the daily papers. When he saw something he would like

AN INCIDENT RELATING TO PRESS INSTITUTE, CAROLINA AND DUKE

After the election of officers at the annual meeting of the North Carolina Press Association in Hickory in 1926, I happened to be in a car with President A. C. Huneycutt, Albemarle, new president, and three other officers and new members of the Board of Directors. The matter of the mid-Winter Press Institute at the State University, started in 1925, was under discussion. The suggestion was made that the Institute might be shifted to Duke University, probably temporarily.

The result was that the group asked me, then manager of the Durham News Bureau, to check with Dr. W. P. Few, then president of Duke, and see what Duke would be willing to offer. I was asked to get the data and to report at the next meeting of the Board of Directors. That meeting was later scheduled for Charlotte. I was invited to be present to report.

When my report was asked for, I reported that Dr. Few had said that Duke would have a new building completed and furnished, but not occupied, at that time, and the members could occupy rooms in the building free; that they could eat at the Union at student rates; that Duke would arrange and pay expenses for an important nationally-known speaker for the meeting, and that Duke would contribute a sum of money, $400, as I recall, toward the expenses of the Institute. These were the principal items.

After my report, Russell M. Grumman, then assistant director, soon after and since effective and popular director of the University's Extension Division, stated that the Institute had been started at Carolina with a view of having it there permanently and enumerated steps taken to make it a success. A. L. Stockton, Greensboro, then vice-president, and W. Carey Dowd, Jr., Charlotte, then a director, objected to moving the Institute, saying Wake Forest, Davidson and other colleges would be wanting to entertain the group, and that it would have no permanent home.

That view prevailed. It left me in an improper light, however, as if I were instigator of a movement to shift the Institute from my Alma Mater to Duke. I explained that I had merely been a messenger and had acted at the request of four of the seven officers and board members.

That incident, however, was undoubtedly the forerunner of the later development, the provision of holding one session—the annual dinner—at Duke University, which was inaugurated in 1933. Since that time these dinners have been one of the delightful features of the annual Press Institute at Chapel Hill, for several years under direction of Henry R. Dwire, formerly editor of the Twin-City Sentinel, Winston-Salem, then a vice-president and public relations man at Duke, and since his death under the leadership of Charles Jordan and Charles A. Dukes, of the Duke University staff.—M.R.D.

to use in his paper, he visited the plant and borrowed the type from the still standing forms.

A new cub reporter on one of the dalies told his city editor that he had a nice little item, started to tell him something relating to J. Hampton Rich. "Don't write a d—— line about J. Hampton Rich," he exploded. Later the reporter learned why the heat.

J. Hampton had appeared one night—that was some 40 years ago—and gave the city editor an account of a meeting held that night of automobile owners, scarce at that time, who had organized the Winston Automobile Club. In addition to five or six directors, Mr. Rich gave the list of officers: James A. Gray, Jr., (later president of the R. J. Reynolds Tobacco Co.), president; John Gilmer, (later vice-president of the Greyhound (Bus) Lines), vice-president; J. Hampton Rich, secretary-treasurer and general manager. Object of the organization was to enroll every automobile owner as a member, at so much per.

Early the next morning the paper's telephone lines were busy. All officers and directors, except Mr. Rich, called in to find the source of the item. All reported they had attended no such meeting—and were they mad! So was the city editor when he learned of the calls and that no meeting was held—except in Mr. Rich's fertile brain.

Mr. Rich appeared in a daily newspaper office on one occasion with written material and pictures for a Sunday feature page for the University of North Carolina. The editor liked it and used it. A week or two later he submitted similar material for a page on the present Woman's College of UNC. It also was used. Soon he appeared with a page for Horner Military School, then in Asheville. The editor demurred and declined, since it was a private institution. It developed that Mr. Rich spent a week or two at Chapel Hill, an eating and sleeping guest of the University. It also developed that Woman's College had paid him for the "page ad" carried in the paper as a feature.

J. Hampton Rich had a plausible approach, addressed many civic luncheon and other clubs in the State, had many reams of publicity wangled out of newspapers for his projects; and was a colorful character. He got in to see President Wilson during World War I and they have not yet determined how he gained entrance to one of the famous Gridiron Club dinners in Washington. Many editors could add many incidents.

Probably all would agree that he got by Saint Peter at the Pearly Gate, following his death in Chapel Hill last year. —M.R.D.

PROGRESSIVE FARMER, 1,150,000 SUBSCRIBERS, NOTABLE MAGAZINE

The Progressive Farmer, a monthly agricultural magazine, with a circulation of 1,150,000 copies in its five editions for as many groups of 13 Southern States, is a remarkable publication with an intensely interesting history through its 65 years of operation.

The Progressive Farmer was founded February 10, 1886, by Col. Leonidas L. Polk, in the then small community of Winston. After two years it was moved to Raleigh and in 1911 the printing plant was moved to Birmingham, Ala., where all five of the editions are printed. During its history it has absorbed several other Southern farm publications. Its five editions are those for the Carolinas and Virginia; Texas; Kentucky, Tennessee and West Virginia; Mississippi, Arkansas and Louisiana, and Georgia, Alabama and Florida. It has had only three editors in its 65 years.

Colonel Polk, in the period around 1875, was publishing a small weekly newspaper, The Ansonian, at Polkton, Anson County. He had been a Confederate officer, farmer, legislator, farm organization leader, orator and was North Carolina's first Commissioner of Agriculture. He became president of the National Farmers' Alliance, with 2,000,000 members, and was a powerful agricultural organization leader. He died in 1892, while still editor of The Progressive Farmer. His associate, J. L. Ramsey, became editor, serving until 1899.

Dr. Clarence Poe, who had served a year or more as associate editor, became editor July 4, 1899, and has since guided the publication. Late in 1903, Dr. Poe brought in as associates T. B. Parker, Dr. B. W. Kilgore, Dr. C. W. Burkett and Josiah W. Bailey in organizing The Agricultural Publishing Co., later renamed the Progressive Farmer Co. Dr. Poe became president of this company, a position he still holds. In 1908 Dr. Tait Butler and John S. Pearson bought the Bailey, Burkett and Parker stock, Dr. Butler becoming vice-president of the company and editor of the "Mississippi Valley Edition", and Mr. Pearson, secretary-treasurer of the company. Dr. Kilgore retained his stock and directorate until his death.

The Progressive Farmer, in 1933, during the depression, adopted colored covers and became, in reality, a farm magazine, rather than a farm paper. The Carolina-Virginia edition has a circulation of 277,000 and in North Carolina it has 146,000 subscribers. The price was increased recently to $1 for two years (was five years). All issues run from 80 to 150 pages. William Poe, son of the editor, is advertising manager for the Carolinas-Virginia edition.

Officers, Meeting Places and Times of N. C. Press Association

YEAR	PRESIDENT	VICE-PRESIDENTS	SEC & TREAS	MEETING PLACE
1873	Joseph A. Englehard, Wilmington	Jordan Stone, J. C. Mann, P. F. Duffy	J. A. Bonitz	Goldsboro
1874	Joseph A. Englehard, Wilmington	C. N. B. Evans, P. F. Duffy, Geo. W. Nason, Jr.	R. T. Fulghum	Raleigh
1875	J. D. Cameron, Hillsboro		R. T. Fulghum	Wilmington
1876	J. D. Cameron, Hillsboro	W. A. Davis, P. F. Duffy, W. L. Saunders	R. T. Fulghum	New Bern
1877	W. L. Saunders, Raleigh	Chas. R. Jones, Dossey Battle, J. S. Tomlinson	W. A. Davis	Charlotte
1878	W. L. Saunders, Raleigh	R. M. Furman, W. W. McDiarmid, R. B. Creecy	W. A. Davis	Catawba Springs
1879	Dossey Battle, Tarboro	R. B. Creecy, R. M. Furman, H. A. London	Jordan Stone	Goldsboro
1880	Dossey Battle, Tarboro	C. B. Green, J. W. Goslen, R. B. Creecy	Jordan Stone	Asheville
1881	Capt. S. A. Ashe, Raleigh	R. B. Creecy, G. S. Bradshaw, J. W. Goslen	Jordan Stone	Winston
1882	G. S. Bradshaw, Greensboro	R. B. Creecy, Frank Powell, J. W. Goslen	Jordan Stone	Elizabeth City
1883	H. A. London, Pittsboro	J. A. Robinson, Dr. Palemon John, Josephus Daniels	Jordan Stone	Waynesville
1884	Josephus Daniels, Wilson (Raleigh)	E. C. Hackney, E. G. Harrell, Chas. R. Jones	J. A. Robinson	Raleigh
1885	J. A. Robinson, Durham	H. C. Wall, R. K. Bryan, G. A. Frick	J. H. Lindsay	Smithville
1886	J. I. McRee, Raleigh	T. B. Eldridge, H. C. Wall, George A. Frick	J. H. Lindsay	Morehead City
1887	T. B. Eldridge, Lexington	Thad R. Manning, H. C. Wall, J. A. Thomas	J. H. Lindsay	Hendersonville
1888	Thad R. Manning, Henderson	J. A. Thomas, C. F. Crutchfield, W. W. McDiarmid	J. B. Sherrill	Morehead City
1889	W. W. McDiarmid, Lumberton	D. J. Whichard, J. D. Kernodle, D. F. St. Clair	J. B. Sherrill	Lenoir
1890	J. P. Caldwell, Statesville (Charlotte)	S. A. Ashe, W. W. Scott, Robert Haydn	J. B. Sherrill	Durham
1891	J. A. Thomas, Louisburg	E. E. Hilliard, Jerome Dowd, R. A. Deal	J. B. Sherrill	Winston
1892	E. E. Hilliard, High Point	Jerome Dowd, H. A. Latham, F. M. Williams	J. B. Sherrill	Charlotte
1893	Jerome Dowd, Charlotte	Z. W. Whitehead, W. F. Burbank, R. A. Deal	J. B. Sherrill	New Bern
1894	W. C. Ervin, Morganton	C. L. Stevens, W. F. Marshall, W. C. Dowd	J. B. Sherrill	Morganton
1895	C. L. Stevens, New Bern	W. F. Marshall, W. W. McDiarmid, W. K. Jacobson	J. B. Sherrill	Greensboro
1896	R. R. Clark, Statesville	J. B. Whitaker, J. T. Britt, W. A. Curtis	J. B. Sherrill	Wilmington
1897	J. B. Whitaker, Jr., Winston	J. T. Britt, W. A. Curtis, W. S. Herbert	J. B. Sherrill	Morehead City
1898	W. C. Dowd, Charlotte	W. S. Herbert, D. J. Whichard, J. D. Boone	J. B. Sherrill	Waynesville
1899	D. J. Whichard, Greenville	Rev. T. N. Ivey, D. D. Benj. Bell, H. S. Blair	J. B. Sherrill	Carolina Beach
1900	Rev. T. N. Ivey, D.D., Greensboro	J. G. Boylin, G. L. Hackney, J. A. Robinson	J. B. Sherrill	Asheville
1901	J. G. Boylin, Wadesboro	J. A. Thomas, H. C. Martin, W. S. Herbert	J. B. Sherrill	Greensboro
1902	W. F. Marshall, Gastonia	M. L. Shipman, Rev. J. O. Atkinson, J. J. Farriss	J. B. Sherrill	Hendersonville
1903	H. B. Varner, Lexington	Benj. Bell, Rev. P. R. Law, J. D. Bivins	J. B. Sherrill	Wrightsville
1904	H. B. Varner, Lexington	M. L. Shipman, R. M. Phillips, J. C. Caddell	J. B. Sherrill	Morehead City

YEAR	PRESIDENT	VICE-PRESIDENTS	SEC & TREAS.	MEETING PLACE
1905	R. M. Phillips, Greensboro	T. J. Lassiter, Clyde R. Hoey, W. B. Westlake	J. B. Sherrill	Asheville
1906	T. J. Lassiter, Smithfield	J. C. Hardy, W. B. Cochran, H. R. Kinlaw	J. B. Sherrill	Chase City, Va.
1907	Archibald Johnson, Thomasville	J. A. Thomas, W. J. Jordan, A. S. Carson	J. B. Sherrill	Morehead City
1908	J. A. Thomas, Louisburg	W. C. Dowd, J. Z. Green, Rev. J. O. Atkinson, D. D.	J. B. Sherrill	Charlotte
1909	Rev. J. O. Atkinson, D. D., Elon College	M. L. Shipman, J. R. Swann, W. K. Jacobson	J. B. Sherrill	Hendersonville
1910	M. L. Shipman, Hendersonville	J. J. Farriss, J. H. Caine, T. G. Cobb	J. B. Sherrill	Wrightsville Beach
1911	J. J. Farriss, High Point	J. H. Caine, H. C. Martin, J. T. Fain	J. B. Sherrill	Lenoir
1912	J. H. Caine, Asheville	W. C. Hammer, A. J. Conner, D. L. St. Clair	J. B. Sherrill	Morehead City
1913	Clarence Poe, Raleigh	W. C. Hammer, J. H. Cowan, D. L. St. Clair	J. B. Sherrill	Asheville
1914	W. C. Hammer, Asheboro	J. H. Cowan, Bion H. Butler, E. E. Britton	J. B. Sherrill	Wrightsville Beach
1915	J. H. Cowan, Wilmington	E. E. Britton, Santford Martin, W. B. Harker	J. B. Sherrill	Montreat
1916	E. E. Britton, Raleigh	Santford Martin, R. F. Beasley, Z. W. Whitehead	J. B. Sherrill	Durham
1917	Santford Martin, Winston-Salem	J. A. Sharp, Z. W. Whitehead, R. T. Wade	J. B. Sherrill	Morehead City
1918	Z. W. Whitehead, Wilmington	R. T. Wade, Isaac S. London, Miss Beatrice Cobb	J. B. Sherrill	Asheville
1919	J. A. Sharp, Lumberton	R. T. Wade, J. F. Hurley, Parker R. Anderson	J. B. Sherrill	Wrightsville Beach
1920	J. F. Hurley, Salisbury	Mrs. W. C. Hammer, A. W. Burch, H. G. Braxton	E. B. Jeffress	Waynesville
1921	J. B. Sherrill, Concord	R. T. Wade, S. H. Farabee, Mrs. W. C. Hammer	Miss Beatrice Cobb	Morehead City
1922	J. B. Sherrill, Concord	R. F. Beasley, Lee B. Weathers, Chas. A. Webb	Miss Beatrice Cobb	Shelby
1923	C. A. Webb, Asheville	A. C. Honeycutt, H. Galt Braxton, Mrs. T. J. Lassiter	Miss Beatrice Cobb	Blowing Rock
1924	H. Galt Braxton, Kinston	Mrs. T. J. Lassiter, J. T. Perkins, Stacy Brewer	Miss Beatrice Cobb	Morehead City
1925	J. W. Atkins, Gastonia	Lee B. Weathers, Shelby	Miss Beatrice Cobb	Asheville
1926	A. C. Honeycutt, Albemarle	A. L. Stockton, Greensboro	Miss Beatrice Cobb	Hickory
1927	A. L. Stockton, Greensboro	J. W. Noell, Roxboro	Miss Beatrice Cobb	Morehead City
1928	Lee B. Weathers, Shelby	J. L. Horne, Jr., Rocky Mount	Miss Beatrice Cobb	Sedgefield
1929	W. C. Dowd, Jr., Charlotte	Herbert Peele, Elizabeth City	Miss Beatrice Cobb	Elizabeth City
1930	J. W. Noell, Roxboro	John A. Park, Raleigh	Miss Beatrice Cobb	Blowing Rock
1931	J. L. Horne, Jr., Rocky Mount	I. S. London, Rockingham	Miss Beatrice Cobb	Morehead City
1932	John A. Park, Raleigh	R. E. Price, Rutherfordton	Miss Beatrice Cobb	Linville
1933	J. Roy Parker, Ahoskie	C. C. Council, Durham	Miss Beatrice Cobb	Manteo
1934	D. Hiden Ramsey, Asheville	F. Grover Britt, Clinton	Miss Beatrice Cobb	Banner Elk
1935	F. Grover Britt, Clinton	L. C. Gifford, Hickory	Miss Beatrice Cobb	Norfolk-Boston
1936	C. C. Council, Durham	W. Curtis Russ, Waynesville	Miss Beatrice Cobb	Waynesville
1937	W. Curtis Russ, Waynesville	H. A. Cecil, High Point, Thomasville	Miss Beatrice Cobb	Elizabeth City
1938	Talbot Patrick, Goldsboro	Mrs. E. F. McCulloch, Elizabethtown	Miss Beatrice Cobb	Blowing Rock
1939	W. E. Horner, Sanford	Julian S. Miller, Charlotte	Miss Beatrice Cobb	Wrightsville Beach
1940	L. C. Gifford, Hickory	W. C. Manning, Williamston	Miss Beatrice Cobb	Hendersonville
1941	Ed M. Anderson, Brevard	Herbert Peele, Elizabeth City	Miss Beatrice Cobb	Charlotte
1942	W. K. Hoyt, Winston-Salem	John B. Harris, Albemarle	Miss Beatrice Cobb	Asheville
1943	John B. Harris, Albemarle	Frank Daniels, Raleigh	Miss Beatrice Cobb	Winston-Salem
1944	Julian S. Miller, Charlotte	Harvey F. Laffoon, Elkin	Miss Beatrice Cobb	High Point
1945	Harvey F. Laffoon, Elkin	Mrs. Elizabeth Gold Swindell, Wilson	Miss Beatrice Cobb	Raleigh
1946	Herbert Peele, Elizabeth City	E. A. Resch, Siler City	Miss Beatrice Cobb	Asheville
1947	E. A. Resch, Siler City	P. T. Hines, Greensboro	Miss Beatrice Cobb	Atlantic Beach
1948	Frank A Daniels, Raleigh	Leslie S. Thompson, Whiteville	Miss Beatrice Cobb	Fontana Village
1949	R. E. Price, Rutherfordton	W. Randall Harris, Asheville	Miss Beatrice Cobb	Nags Head
1950	Henry Belk, Goldsboro	B. Arp Lowrance, Charlotte	Miss Beatrice Cobb	Asheville

Study Labor Resources for N. C. Industrial Expansion

By HUGH M. RAPER, *Director, Bureau of Research and Statistics, ESC*

As the planning for defense production progresses, the subject of labor availability comes more and more to the forefront.

The collection, preparation and dissemination of labor market information is a basic responsibility of all levels of employment security operations. The Employment Security Commission of North Carolina is aware of this responsibility, and constantly is fitting its program to meet the needs of the State in its effort to make known the vast labor potentials awaiting new industry.

As a contribution to the work of these agencies promoting the industrial expansion of our State, the Employment Security Commission is inaugurating a study of the recruitable labor to be found in the State. These data will serve to show to industrialists, locating engineers, and other interested parties in general terms something of the potential supply available and its broad characteristics, e.g., degree of skill, color, sex and other related factors.

These estimates of the recruitable labor in the State will include such groups as housewives that would join the labor force should a new industry pay wages at or above the pattern now prevailing in the area. Also included, as such other groups as workers now commuting to other areas but who would likely choose local employment; youths who would be drawn into employment; older employables that are deemed able to work but currently are not readily absorbed; minority groups that would accept regular employment; new groups transferring from agricultural to industrial employment because of recent crop failures; and other smaller segments deemed recruitable.

Particular attention is given to the availability of the "trainable" portion of the unskilled supply, since to the new industry that is looking for a permanent location, the segment of workers that can develop into skilled operatives is of most importance. Few industries today expect to find a sizeable nucleus of trained workers.

These data will be released bi-monthly in a two-page release consisting of a shaded map giving in broad size groupings the distributions by county of the estimated recruitable labor. Accompanying the map will be a table giving by county the broad general characteristics of the labor supply.

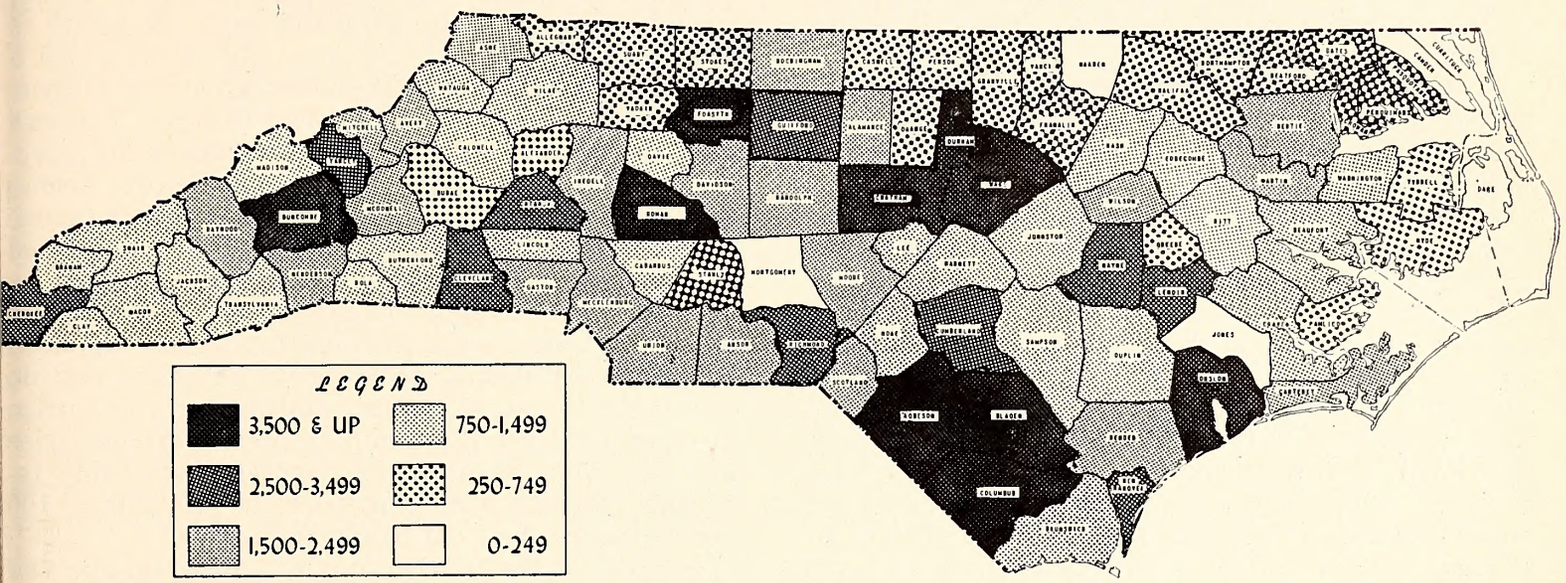
Naturally, more detailed data would be required by any industry making a final selection of a location, but it is believed that these data will direct the interest of locating firms to areas where the greatest labor supply exists.

The map below was prepared to reflect the labor supply situation in the State as of January 15, 1951. You will note that the estimate for a number of areas exceeds 3,500 workers, and conversely other areas have a rather small supply of recruitable labor to offer new industry. (See map next page).

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

RECRUITABLE LABOR FOR INDUSTRIAL DEVELOPMENT BY COUNTY

JANUARY 15, 1951



Amendments Extend Coverage of Social Security Act

By M. D. DEWBERRY, *Regional Representative, Region III, Social Security Administration, Washington, D. C.*

On the first of January, Federal Social Security entered upon a new and greatly broadened phase of service to the American worker. With the advent of 1951, in addition to other amendments to the Social Security law, old-age and survivors insurance protection was made available to approximately ten million more of the gainfully employed and to their dependent families.

This does not imply that this Federal system for family insurance has gained full stature. Even today, it would be extravagant to proclaim it as the all-encompassing social legislation its advocates conceived and its sponsors hoped for.

Social Security, like every other kind of social or economic legislation, is the product of evolution in public thinking. A century ago there was little organized thought along this line. Not until 1875 was a single pension fund inaugurated in American industry. We had turned the century without developing any public insurance retirement system. It was 1911 before the impact of slowly strengthening public opinion on state legislatures brought the first workmen's compensation law into being.

You may ask why the long delay in the enactment of this legislation. The answer is a lack of public demand. To understand the reason for this apathy we must refer to the past once more. People were too occupied with the materialistic opportunities offered on every hand to give thought to the problems changes were creating. In place of a preponderantly agrarian economy we now had an industrial system. The farm with the farm home was no longer the seat and the security of the average American family. A self-sustaining life, with basic necessities home-produced, gave way to a wage economy. The financial security of a steadily increasing number of people came to depend upon the stability of the job and their ability to continue in that job.

The agrarian economy was a fading memory with large numbers of American wage earners long before they became aware of the problems brought into their lives by the expanding industrial system and

SOCIAL SECURITY OFFICES LOCATED IN 13 NORTH CAROLINA COMMUNITIES

The Social Security Administration has 480 field offices located in the United States, Alaska, Hawaii and Puerto Rico. These offices issue Social Security numbers, accept and process claims, reconcile wage records and inform the public about the program. Thirteen offices are located in North Carolina, the cities, street locations and managers being as follows:

Asheville—20 Battery Park Avenue ——— Don W. Marsh
Charlotte—122 E. Third Street ——— Lone T. Proctor
Durham—Post Office Building ——— Mrs. Nina H. Matthews
Fayetteville—305 Huske Building ——— Vernon D. Herbert
Gastonia—Post Office Building ——— Miss Margaret Lowder
Greensboro—330 S. Greene Street ——— W. L. O'Brien
Hickory—Harris-Arcade Building ——— Glenn H. Pittinger
High Point—Post Office Building ——— E. Clyde Thomas
Raleigh—16 W. Martin Street ——— John H. Ingle
Rocky Mount—Post Office Building ——— Marshal H. Barney
Salisbury—Post Office Building ——— Louis H. Clement
Wilmington—Custom House Building ——— Nicholas A. Avera
Winston-Salem—Nissen Building ——— Warkell K. White
Norfolk, Va.—Flatiron Building ——— Joe Morrison
(Last named serves seven northeastern North Carolina Counties.)

the urban way of life. There still were wide frontiers to conquer, however, and rapidly growing cities afforded generous opportunities for the man of enterprise. Even the recurrent periods of depression left few enduring scars. Industrially, growth was spectacular. There were few serious barriers impeding the progress of the truly industrious, the thrifty, and the ambitious.

With the surge of industry, however, the pattern of individual and family life changed. Cities, which to many, had been places to visit, became places in which they must live. Suburban transportation was in its infancy; urban congestion was an ever-increasing problem. Unrestricted immigration was a contributing cause.

The rural homestead, long an anchor of family security, no longer safeguarded the average worker and his dependents against the varying tides and currents that threatened his new way of life. Sociologists quickened to the dangers, and humanitarians labored to thwart them. In the spirit of the era, however, their efforts were largely directed to the moral aspects of the situation. The complexity of altered society, that was increasingly to threaten the individual's financial security, was not yet considered a major problem. The true impact of wage economy on family well-being was not fully understood.

Changes in economy outdistanced changes in public thinking. A century had ended, a quarter of a new one was history, before opinion on this subject began to crystallize. As recently as 1925, authorities in finance and industry did not hesitate to proclaim openly that the frontiers of our economic expansion were limitless, and the wells of universal prosperity would never go dry.

In retrospect, the tragedy of their errors are all too apparent. It is wrong, however, to attribute the disaster that overwhelmed the worker to the wide belief in an eternal boom. You will hear people say that the speculative mania of the late Twenties and the financial collapse of the early Thirties created the need for the family's greater economic security. These two equally deplorable events didn't create the need; they pointed up an existing need.

Today it is hard to believe that the nation for so long failed to see the serious implications for individuals of the changing economy. Today it is commonly understood that old-age dependency is by and large an outgrowth of modern industrial development and that the wage system inherent in that development has made economic security depend largely upon the stability of the job. Moreover, the development of industry while constantly creating new jobs, involves changes in techniques that frequently abolish existing jobs and leave the former incumbents ill-equipped to find new ones. Industrial competition has made necessary greater industrial efficiency. This, in turn, had often imposed age restrictions on personnel, while increasing life expectancy of the individual is steadily augmenting the non-employable age group. These are conditions that Federal old-age and survivors insurance, as established by the Social Security Act, is designed in some measure to ameliorate.

"Some measure" is used advisedly. Those who participate in administering this important legislation have no illusions about its limitations. In their enthusiasm for the Act as a principle, they do not consider it an elixir to bring full economic health to the American family. As a people, we are still a long way from solving the insufficiency of income and the insufficiency of material things. Through old-age and survivors insurance, however, the spectre of dire want in old age and abject poverty among survivors of the wage earner, is made less fearsome —its haunting of the family home a diminished threat.

While the 1950 amendments to the Social Security Act do not assure the average family the standard of living most people would like to maintain, they do lessen the threat of penury, and lighten the burden of charity. Over three million present beneficiaries and survivors have received increased monthly insurance payments ranging from 40 per cent to 100 per cent over their old payments.

Largest of the new groups to which old-age and survivors insurance was extended in January is the self-employed. Approximately 4,700,000 self-employed persons, excluding farm operators and certain professional groups now have Social Security coverage. The amended law gives Social Security protection also to household employees regularly employed in one household. It is estimated that a million workers in this class will be covered for retirement and survivors benefits. The third largest group to which social security was extended on the first of the year is the regular farm worker. About 650,000 regular workers on farms and 200,000 employees engaged in food processing and other "borderline" jobs have Social Security protection under the new law. In addition, workers for nonprofit organizations may now have Social Security coverage by employer-employee-Federal Government arrangement. States, too, may now negotiate agreements with the Federal Government whereby State and local government employees will come under the OASI program.

The new law, moreover, provides wage credits for World War II servicemen. This provision of the amended act will enable many veterans to regain insured status lost during the period of service. The veteran who was not in employment covered by the act before the war will now gain insured status more quickly because of having service-connected wage credits.

A reduction in the length of the work period required to qualify for OASI benefits permits payments immediately or in the near future to many workers now at or approaching the retirement age. Survivors of married women are now more frequently eligible for benefits, as a result of changes in the definition of dependency of children and the new provisions for dependent aged husbands and widowers. Benefit payments to dependent parents have been increased. The amended law provides benefit

payments for a retired worker's wife under 65, if she has a child in her care.

Under the new formula the following benefit amounts will be paid. However, the total payment to any one family group may not exceed $150 a month or 80% of the average monthly wage whichever is the least:

Average Monthly Wage	Wage earner at age 65 Primary insurance amount	Wife at age 65 or with child under 18; child under 18; dependent husband	Widow with children under 18; widow at age 65; dependent parents; dependent widower
$ 50.00	$ 25.00	$ 12.50	$ 18.80
100.00	50.00	25.00	37.50
150.00	57.50	28.80	43.20
200.00	65.00	32.50	48.80
250.00	72.50	36.30	54.40
300.00	80.00	40.00	60.00

An additional ¼ of the primary insurance amount is payable to one child or is equally divided among all the children where the wage earner has died.

As has already been pointed out in this article, Social Security is the product of evolution in public thinking. A decade and a half has elapsed since it was just a movement, a hope and an aspiration. In this connection, one is reminded of a passage in the preface of I. M. Rubinow's "The Quest for Security." Writing in 1934, he said:

> **"Knowledge and understanding is necessary before intelligent action may be expected—knowledge and understanding not only on the part of an academic handful but of that larger intelligent public whose judgment, according to our American traditions, should and sometimes does rule the destinies of the people."**

Today it can be said that the people do have knowledge and understanding of the need for Social Security. The people's judgment impelled the intelligent action that gave them the original Social Security Law in 1935 and the amendments of 1939, 1946, 1947 and 1950. By these progressive steps in the development of family insurance protection for greater economic security, the people rule their destiny in the traditional American way.

Analysis of Unemployed Workers Who Exhaust Benefits

By E. STANHOPE DUNN, *Supervisor, Reports and Analysis, Bureau of Research and Statistics, ESC*

Around July 1, 1950, questionnaires were mailed to 3,489 unemployment compensation claimants who had exhausted their unemployment benefit rights during January and February, 1950, referred to in this item as "exhaustees."

The questionnaire covered information regarding: personal characteristics, such as sex, color, age and marital status; industry in which regularly employed; work status, at time of questionnaire; if then employed, whether work was in customary industry; type of work, if any, obtained since drawing last benefit check; number of months since last check before getting first regular job; if still unemployed, whether again drawing unemployment benefits; and, if still unemployed, the specific reason in the former claimant's own thinking for the continued unemployment. Returns, including a local office follow-up of a sample of non-respondants, were received from over 95 percent of the January-February 1950 exhaustees, specifically 3,150 exhaustees, a very high response.

A worker, who receives a qualifying amount of wages from an employer(s) covered by the Employment Security Law during a specific 12-month base period, is entitled to a specified amount of unemployment benefits in weekly payments for a fixed period so long as he is "partially" or totally unemployed, provided he meets certain defined requisites. It is obvious, therefore, that the worker must experience unemployment for an extended period of time (old formula: a minimum of 16 weeks; current formula, effective in March, 1949: 20 weeks) before all benefits can be exhausted. Thus, a study of exhaustees is a study of the critically unemployed workers.

Who are the exhaustees? What are their physical characteristics? What are their customary industries of employment? What happens to them during the period immediately following the exhaustion of their benefits? How many establish new benefit years promptly after exhausting their old year's benefits? How long do the claimants draw claims before exhausting? Does marital status influence the degree of exhaustion? Is there any correlation between the level of weekly benefit amount and the subsequent employment status of the exhaustee? These are only a few of the questions for which answers were sought in this study.

HIGHLIGHTS FROM STUDY

About two-thirds of all exhaustees are women.

Female exhaustees are younger than male exhaustees because male workers remain in the labor force longer.

White and nonwhite females account for a disproportionate number of exhaustions, considering the relative size of these respective groups in the labor force . . . both white and nonwhite males had low exhaustion rates.

Married exhaustees, with a preponderance of females, account for a disproportionate number of all exhaustions.

Single and married female exhaustees remain unemployed longer and a larger proportion establish new benefit years and draw benefits again than do the respective male groups . . . greater job responsibility of males.

Of those groups of exhaustees still unemployed five months after exhausting their benefits, a rela-

tively low proportion of married females and a relatively high percent of married males reported that "employers turned me down because of my age" . . . which emphasizes the more advanced age of married male exhaustees who seek employment longer. A proportionately larger number of single male exhaustees reported "my qualifications do not meet employer's needs" as the reason for their continued unemployment five months after exhausting their benefits . . . principally because they are less experienced.

AGING EXHAUST FIRST

A greater proportion of the single and married female groups reported "expect to be recalled to old jobs" as the reason for continued unemployment after exhaustion . . . due in part to the large number of out-of-season tobacco processing female workers included in the sample.

About twice as many married female exhaustees reported that they were no longer interested in another job (in school, keeping house, etc.) as did the other three groups.

As the age level rises, a diminishing proportion of the exhaustees found regular new employment within five months after exhausting and an increasing proportion established new benefit years and were drawing benefits again.

Exhaustees from their customary employment in manufacturing establishments, particularly in the tobacco and textile industries, accounted for a disproportionate number of all exhaustions . . . public utilities and trade establishments had the smallest relative exhaustions.

One out of every two exhaustees used up all their benefits with little or no intervening employment while drawing . . . the higher the age level, the quicker they exhausted.

The higher the earnings, the better the reemployment experiences subsequent to exhausting and the few establishing a new benefit year for additional unemployment benefits.

Employment Security Compared; 11 Months 1949 & 1950

By E. STANHOPE DUNN, *Supervisor, Reports and Analysis, Bureau of Research and Statistics, ESC*

Employment conditions, a direct reflection of business generally, have been unusually favorable during 1950, particularly in the manufacturing field. Employment was on the rebound at the start of 1950 following the general upturn in business around July 1949 which marked the approximate end of a six to eight months recessionary period. Of course by mid-year 1950 some industries' employment had declined seasonally, but construction was at a new high level and general trade was good because of volume sales of durable goods, particularly automobiles and home appliances.

News of the invasion of South Korea came June 25 and immediately thereafter there was a scramble for goods likely to become scarce later in a war economy; and manufacturing establishments stepped up their employment to meet increased civilian and defense demands. In view of the steady improvement in employment in 1950, it is obvious that the first eleven months of 1950 were much more favorable for local office accomplishments than the comparable period in 1949.

The greater 1950 accomplishments of the Employment Security Commission are reflected in the accompanying table, the highlights of which follow:

A. Local office activities which reflect increasing employment:

1. Covered employers under ESC numbered 15,021 as of November 30, 1950, which was a 4.1 percent increase over the number covered one year before.
2. Average monthly covered employment during the first half of 1950 (latest available) was 630,310, or 5.2 percent greater than the coverage in the 1949 comparable period, and this increase does not reflect the impetus to rising employment following the start of the Korean War.
3. Job openings received during the first 11 months of 1950 were 32.4 percent more numerous than in the like period of 1949.
4. In response to increased job openings, nonagricultural placements increased 31.1 percent over 1949.

B. Local office activities which reflect declining unemployment:

1. Registration of new applicants for jobs dropped 17.2 percent as jobs became more plentiful and fewer workers remained unemployed.
2. The total active file count of registered applicants seeking employment was 21.3 percent smaller as of November 25 than one year earlier.
3. Total weeks of unemployment for which unemployment compensation claims were filed, declined 19.6 percent in 1950 from 1949: 11 months in 1950, 1,307,500; 11 months in 1949, 1,626,075.
4. New claims taken, indicative of first unemployment, declined one-third.

EMPLOYMENT SECURITY PROGRAM ACTIVITY HIGHLIGHTS, JANUARY-NOVEMBER 1950

	1950	1949
Liable Employers in Active Status as of November 30th	15,021	14,429
Average Monthly Covered Employment during first half	630,310	599,370
Workers with Wage Credits in 1949—Estimated	INA	899,000
Fund Balance as of November 30 (000 omitted)	$ 161,784	154,694
Average Contribution Rate	(est.) 1.55 %	1.36 %

OTHER ACTIVITY MEASURES BY QUARTER FOR ELEVEN MONTHS OF 1949 AND 1950

EMPLOYMENT SERVICE	1950		Cumulative through	
	Jan–Sept.	Oct.–Nov.	Nov. 1950	Nov. 1949
Personal Visits to Local Offices	2,155,950	361,200	2,517,175	2,778,925
New Registrations of Job Seekers	102,925	21,000	123,925	149,750
Job Openings Received	144,275	35,400	179,675	135,700
Total Placements Made	268,625	56,175	324,800	296,125
Placements on Jobs—All Non-agricultural	112,275	28,375	140,650	107,325
Placements on Jobs—Handicapped	3,725	1,350	5,075	4,275
Other Placements—Farm Workers	156,350	27,800	184,150	188,800
Counseling Interviews	24,600	5,050	29,650	21,500
Visits to Employers—Nonagricultural	39,075	8,275	47,350	42,450
Applications on File as of November 25th			38,375	48,750

UNEMPLOYMENT COMPENSATION

All Weeks of Unemployment Reported	1,191,850	115,650	1,307,500	1,626,075
All Weeks Paid	994,775	95,825	1,090,600	1,317,400
Amount of Payment Issued	$14,585,700	$ 1,383,800	$15,969,500	$18,010,300
Average Weekly Number of Claimants Paid	25,500	11,050	22,875	27,650
New Claims Taken—First Unemployment	100,425	9,800	110,225	164,150
First Payment to Newly Unemployed	75,300	5,550	80,850	120,050
Number Exhausting All Benefit Rights	28,450	4,025	32,475	31,475
Hearings Conducted on Contested Claims	30,850	4,650	35,500	46,925

TESTING ACTIVITIES

Although it is granted that a real factor in the greater accomplishments in 1950 has been the steady improvement in employment conditions, nevertheless, another factor should not be overlooked, namely, the continuing endeavor of the ESC to render a greater service in the placement field, and, in the absence of jobs, in the unemployment compensation field. Indicative of this effort is the increasing importance of testing activities in local office operations. An increasing number of employers in more diversified industries are turning to the ESC to test their prospective workers before hiring them. Employers are learning that applicants, who possess aptitudes which are likely to enable them to be successful in specific jobs, are actually "panning out" to be the most successful new hires. By using the testing facilities of the ESC, many employers are reducing their cost of labor turnover—that is, the cost of excessive training of new workers and the cost of interruptions and impediments to production that usually occur when a vacancy arises and is filled.

The figures below point up the steady progress being made in the general testing program. No doubt, in the not too distant future, a major portion of all hires will be made through Employment Security local offices if for no other reason than that, through testing, local office personnel are in a better position to refer those applicants out of a larger group who have aptitudes which promote their chances of success in specific jobs.

TESTING ACTIVITIES

ITEM	Testing Activities		
	Percent Increase in 1950 Over 1949	January–November Accomplishments	
		1950	1949
Individuals tested	43	12,886	9,010
Aptitude tests	41	10,323	7,035
Proficiency tests	50	2,563	1,705

UNEMPLOYED EXHAUSTING BENEFITS

Much can be said about the greater accomplishments in 1950 that reflect more placements, more jobs, more testing, etc., and less unemployment, less unemployment compensation payments, less job applicants, etc. However, there is one activity that has gone contrary to basic economic trends, namely, the trend of the number of claimants exhausting their benefits. While total weeks of unemployment reported for benefits declined 19.6 percent in the first eleven months of 1950 below the comparable 1949 volume; actual weeks paid declined 17.2 percent; and first payments to the newly unemployed declined 32.7 percent, exhaustions increased 3.2 percent. A total of 32,475 claimants exhausted their benefits the first eleven months of 1950 as compared with only 31,475 during the same period in 1949.

Much could have been said to explain the reasons for a decline; for example, improved employment; more men being drafted into the armed forces, who may have been drawing benefits but had not yet exhausted; and extension of the benefit duration period from 16 to 20 weeks in March 1949 which enabled most 1950 claimants to look four weeks longer for work, which, if found, would have prevented their exhausting.

One factor, nevertheless, would tend to make 1950 exhaustions higher and accounts, at least in part, for the increase, namely, the new minimum wage law that became effective in January 1950. No one, however, would have expected this factor to exert such a heavy influence on the exhaustion load. Still, it should be recognized that a number of workers did lose their jobs when the new minimum wage went into effect because they were not able to meet required production standard commensurate with increased pay. No doubt the workers in the older age groups were affected the most and were the most difficult to replace in jobs. The influence of the minimum wage factor will naturally diminish during the months to come, as an increasing portion of these marginal workers will either find suitable new employment or will no longer be eligible for additional benefits because of insufficient wage credits.

UNEMPLOYMENT COMPENSATION FUND

The Unemployment Compensation Fund balance had grown to approximately 162 million dollars as of November 30, 1950, an increase of about 7 million dollars, or 4.6 percent, during the previous twelve

months period. As a matter of fact, this fund has grown steadily from the beginning of the program while at the same time meeting all withdrawals adequately, even during recessional periods like 1949. Furthermore, the Fund, together with interest and additions thereto, appear ample to meet foreseeable future contingencies, particularly in view of the high level of employment necessary for defense during the next few years.

BEAUFORT-MOREHEAD CITY NEWSPAPERS OF THE PAST AND TODAY

The Beaufort Look Out, published around the turn of the century, became The Beaufort News in 1912, when it was purchased by Frederick Ostermeyer and J. A. Wright, from Crothersville, Indiana. In the early 1920s W. Giles Mebane bought the paper and published it until his death in 1934. William Hatsell was publisher for almost a decade, selling the paper to Lockwood Phillips. During this period Aycock Brown was editor for about five years, and Miss Amy Muse was editor when Mr. Phillips bought the paper.

Over in Morehead City The Morehead City Coaster was bought around 1924 by F. C. Salisbury, who changed the name to The Carteret County Herald, purchased in 1935 by Herbert Utley. In 1936 Mr. Utley went to a five-day-a-week paper, The Twin City Daily Times. This paper in 1946 was purchased by P. T. Hines, general manager of the Greensboro daily papers, and James McEwen, son of the late J. H. McEwen, Burlington textile executive.

The Carteret Publishing Co., Inc., purchased this daily paper in 1947, changing it to a weekly paper. The next year Mr. Phillips merged The Twin City Times and The Beaufort News into The Carteret County News-Times, published on Tuesdays and Fridays. Soon after the merger Mr. Phillips built a modern steel and concrete building in Morehead City and equipped the plant with the most modern machinery and has greatly expanded the circulation and influence of the paper.



PRESS ASSOCIATION PRESIDENTS—Pictured are 19 of the 26 living former presidents of the N. C. Press Association, those who attended the "President's Breakfast" Saturday morning, January 20, in the Carolina Inn, Chapel Hill, a permanent feature of the Press Institute. Seated, l. to r., are Roy Parker, Ahoskie; Dr. Clarence Poe, Raleigh; R. E. Price, Rutherfordton; Henry Belk, Goldsboro (present president); H. Galt Braxton, Kinston; John B. Harris, Albemarle; L. C. Gifford, Hickory; Talbot Patrick, Goldsboro and Rock Hill, S. C.; Standing, l. to r., Josh L. Horne, Rocky Mount; Ed M. Anderson, Brevard; Frank A. Daniels, Raleigh; D. Hiden Ramsey, Asheville; Wm. K. Hoyt, Winston-Salem; Lee B. Weathers, Shelby; E. A. Resch, Siler City; W. Curtis Russ, Hendersonville; F. Grover Britt, Clinton; Harvey F. Laffoon, Elkin; Wm. E. Horner, Sanford. Seven other former presidents, living but not present, are: Santford Martin, Winston-Salem; J. W. Atkins, Gastonia; A. C. Huneycutt, Albemarle; J. W. Noell, Roxboro; John A. Park, Raleigh; Carl C. Council, Durham, and Herbert Peele, Elizabeth City.—Picture by UNC Photo Lab.

MORE PRESS NOTES

SCOOPED—AND ALMOST FIRED: The people of Elkin held a big celebration on July 4, 1910—commemorating the completion of the first mile of the Elkin & Alleghany Railroad in Elkin. The road was completed later for several miles toward Alleghany County, to Doughton and Thurmond, and operated for several years as a short-line road. As a reporter for the Winston-Salem Journal, I was assigned to cover the event, and was a guest overnight at the home of the late Hugh G. Chatham. Also a guest, and my roommate, was R. W. Vincent, then managing editor of the Greensboro Daily News.

On the afternoon of July 3 a terrific thunder and rain storm hit the area. It played havoc with the decorations in Elkin. Also, it hit heavy at Roaring Gap, where Mrs. Chatham and children, Thurmond and DeWitt, now Mrs. Ralph Hanes, were staying. Around dark, Mr. Chatham received a telephone call that his daughter, DeWitt, had been struck by lightning and had been knocked unconscious, but for a short time only, apparently not seriously hurt.

After supper Mr. Vincent and I walked down to the business section and separated. I hotfooted it to the telephone exchange. The wires were down, they said, no connections east. I hastened to the telegraph office at the railroad station. All wires down, no communication with the east. In fact, all lights in Elkin were out. I relaxed and visited friends. Then went to the Chatham residence. Mr. Vincent came in later.

"You're fired" was the greeting City Editor Herbert B. Gunter gave me when I appeared at The Journal office the next afternoon with a good story, I thought, on the celebration. Then he showed me a copy of The Greensboro News, carrying on the front page a black box, giving the information of Miss Chatham's encounter with lightning. I was dumbfounded. Then I related my efforts to get the item to The Journal. I was forgiven and the firing withdrawn.

It developed that the telegraph wires were repaired late the night before, and that Mr. Vincent had written the item and held matches, one after the other, so the operator could read and send the message. But it was a close squeak for me—and a big scoop for him.

NO WEDDING; SO, NO NEWS: Some 30 years ago a new reporter was added to the staff of one of the Wilmington newspapers. After very brief experience, it fell to his lot and he was thus assigned to cover a wedding. He fared forth. After half an hour he returned, but the city editor noticed he was not writing the story. He inquired why.

"No story to it," responded the reporter in disgust. "The bridegroom didn't show up."

EDDIE WOULD GET EVEN: Eddie Brietz was a well-known North Carolina newspaper man. He started in his native city of Winston-Salem, worked in Charlotte, Asheville, Wilmington, High Point and other cities in this and other states, before he joined the staff of the Associated Press and went high in position, primarily as a nation-wide sports writer. In conversation one day, Eddie remarked that three men had done him wrong and that he intended to get even with them.

"One is John Smith; another is Bill Jones (not actual names) and the third—I just can't remember who that is right now, but I'll get even with him, too."

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THE E. S. C. QUARTERLY

Compiled by MRS. ANGIE W. WALL, *Secretary, Office of Informational Service*

Published by

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

(Issues from Vol. 1, No. 1, Summer, 1942, through Vol. 4, No. 4, Fall, 1946, were designated as "The U. C. C. Quarterly". When the name of the agency was changed April 1, 1947, the name of this magazine was changed also.)

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Biennial Report, 1936-1938.
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North Carolina Employment Security Information, Volume I, Numbers 1-12, 1941. (Discontinued.)
The U. C. C. Quarterly
Vol. 1, Nos. 1, 2, 3, 4 (1942-43)
Vol. 2, Nos. 1, 2, 3 (1944)
(No. 4 not issued)
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Vol. 3, Nos. 1, 2, 3, 4 (1945)
Vol. 4, Nos. 1-2, 3, 4 (1946)
Index to Vols. 3 and 4 (1945-46)
(Included in Vol. 5, No. 2-3)
The E. S. C. Quarterly (Name changed April 1, 1947)
Vol. 5, Nos. 1, 2-3, 4 (1947)
Vol. 6, No. 1, 2-3, 4 (1948)
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(Included in Vol. 7, No. 2)
Vol. 7, No. 1, 2, 3-4 (1949)
Vol. 8, No. 1-2 & 3-4 (1950)
Index to Vols. 7 and 8 (1949-50)
(Included in Vol. 9, No. 1-2)
Vol. 9, No. 1-2 (1951)
Rules and Regulation. Amended June 14, 1949.
Index and Digest of Commission Decisions 1-600.

CIRCULARS AND FOLDERS:

Benefit Payments for Partial Unemployment.
Employer Experience Rating in North Carolina.
Information for Workers about Unemployment Compensation.

POSTERS:

Employer's Certificate of Coverage and Notice to Workers.
Notice to Workers—Partial Benefits.
Are You Protected?

STATISTICAL STUDIES BY BUREAU OF RESEARCH & STATISTICS:

(Current series, mimeographed.)

Unemployment Compensation Trends (monthly). This report began with June 1943, and succeeds three of the former monthly series reports:
(1) Summary of Claims Activity
(2) Summary of Local Office Operations
(3) Number and Amount of Benefit Payments, by Office (monthly).

(Special Studies, 1944-1945-1946 by Bureau of Research and Statistics)

Changes in Covered Employment 1939-1942-1944, by Industry

Experience Rating in N. C., 1946 and 1947

Experience Rating in N. C., 1948 (out of print)

Experience Rating in N. C., 1949 and 1950

Measurements of Industrialization and Employment Stability

Special Survey of Veterans Readjustment Allowances

Trends in Covered Employment and Weekly Wages 1942-1945

Intrastate Labor Shifts 1942-1945 By Industry

The Effect of War and Demobilization on Industry Turn-over in N. C.

Evaluation of Local Employment Office and Personnel Performance 1946

Trends in Employment and Wages 1945-1946-1947

The March of Industrialization

Trends in Manufacture 1945-1946

Trends in Employment by Size of Firm 1945-1946

Analysis of Claims With Benefit Years Ending in 1947.

N. C. Employment and Labor Force, 1947.

Labor Resources in North Carolina for Industrial Development—Bimonthly release beginning January 15, 1951

Employment and Wages by County and Industry, 3rd Qtr. 1947 to 1st Qtr. 1950, Inc.

Labor Market Information Brief by Industry and Area

The Course of Inflation

Economic Disorder Produces Economic Insecurity

The Influence of Industry on Population Change

Industry Turn-Over, 1946-1947

Research in the Employment Security Program

Measurements of Employment Instability

EMPLOYMENT SECURITY MAIL
UNITED STATES POSTAGE ACCOUNTED
FOR UNDER ACT OF CONGRESS
(Sec. 35.4 (P) (1), P. L. & R.)

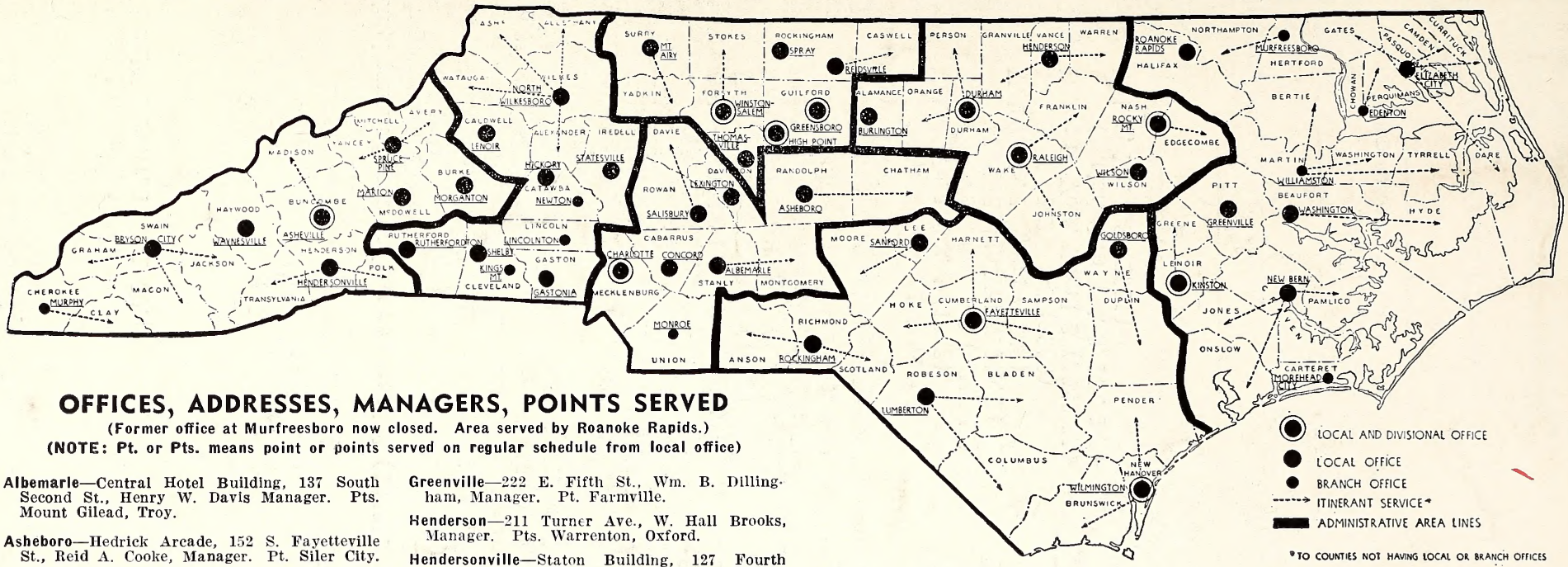
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OFFICIAL BUSINESS

64 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 53 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

(Former office at Murfreesboro now closed. Area served by Roanoke Rapids.)

(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Henry W. Davis Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 152 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Piedmont Building, 86-88 Patton Ave., Bonny C. Wilson, Manager. Divisional Office 14 Eagle St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Robbinsville, Franklin.

Burlington—Piedmont Hotel Building, 108 Andrews St., Charles R. Stone, Manager.

Charlotte—505½ W. Trade St., George H. Everett, Jr., Manager. Divisional Office, 318 South McDowell St. Pt. Cornelius.

Concord—Pythian Bldg. Annex, Market St., Lewis B. Morton, Manager. Pt. Kannapolis.

Durham—Pollard Building, 111 N. Church St., Mrs. Ethel C. Lipscomb, Manager. Divisional Office, 126 Parrish St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, in charge. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Howard W. Winstead, Manager. Pts. Currituck, Manteo, Buxton.

Fayetteville—Prince Charles Hotel Building, S. Thaddeus Cherry, Manager. Divisional Office, 124 Pittman St. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Doyle A. McCool, Manager. Divisional Office, 801 East Market St.

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—Lutz Building, 1223 Eleventh Ave., H. D. Boyles, Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Kings Mountain—Bridges Building, S. Cherokee St., Mrs. Mary B. Goforth, Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St.. Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second St., Simon N. Graham, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, in charge.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ East Court St., David S. Gray, Jr., Manager.

Monroe—American Bank & Tr. Co. Bldg., 102 E. Franklin St., Miss Helen Cason, in charge.

Morehead City—700 Evans St., Mrs. Julia P. Tenney, Manager. Pt. Camp Lejeune.

Morganton—Davis Bldg., 306 S. Green St., Austin L. Clodfelter, Manager. Pt. Valdese.

Mount Airy—Merritt Building, 101½ N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yadkinville.

Murphy—County Court House, Glen T. Raper, in charge. Pts. Andrews, Hayesville.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Mrs. Kathryn A. Lott, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., James A. Gawthrop, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., W. Alan Knight, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—Wilkinson, Bulluck & Co. Bldg., 126½ N. Main St., Wm. J. Ecklar, Manager. Divisional Office, Douglas Building, 211 N. Main St. Pt. Tarboro.

Rutherfordton—Williams Building, 201-205 W. First St., Earle W. Justice, Manager. Pt. Forest City.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocksville.

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern Pines, Pinehurst.

Shelby—Finance Building, 215 E. Warren St., John M. Gaston, Manager.

Spray—County Adm. Building, Boone Road, Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 100 Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pts. Canton, Sylva.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—First Federal Building, 26 North Second St., William H. Powell, Manager. Divisional Office, First Federal Building, 22 N. Second St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office, 807 N. Liberty St. Pt. Kernersville.

THE E. S. C. QUARTERLY

VOLUME 9, NO. 3-4 SUMMER-FALL, 1951

North Carolina Manufactures More Tobacco Products Than All Other States Combined; Grows 67.6% of Bright Leaf



These are principal tobacco products manufactured in North Carolina (See list, inside cover page.)

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PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 9, Numbers 3-4 Summer-Fall, 1951

Issued four times a year at Raleigh, N. C., by the

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

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Cover illustrations represent typical North Carolina industries or business activities under the Employment Security Program. (See next column.)

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NOTE: Articles not credited, with by-line, written by M. R. Dunnagan, Editor, some with help of employer representatives.

N. C. TOBACCO PRIORITY

Within her borders North Carolina has only thre cigarette manufacturing companies. They are Rey nolds in Winston-Salem, American in Durham an Reidsville, and Liggett & Myers in Durham. Thes three firms in North Carolina manufacture 55.2 per cent of the nation's cigarettes (Based on tobacc tax stamps sold). These three firms manufactur smoking tobacco in the State. One of these and tw others, all in Winston-Salem, manufacture chewin tobacco—Reynolds, Brown & Williamson and Taylo Brothers. One firm manufactures snuff—Brown & Williamson. But, within this State these five firm manufacture 34.8 percent of the nation's smokin and chewing tobacco and snuff. One firm, El Mor in Greensboro, manufactures cigars in North Caro lina (with three or four other firms with less tha eight employees). Cigar stamp taxes in North Caro lina amount to only one-third of one percent of th nation's total.

Yet, with such a small amount of cigars and a rel atively small amount of snuff, North Carolina manu facturers produce enough cigarettes, smoking an chewing tobacco to give this State the distinction o manufacturing more tobacco products than all o the other 47 states combined—52.8 percent of th nation's total. Last fiscal year North Carolina man ufacturers paid Uncle Sam $701,593,907.64 fo stamps to place on its tobacco products, agains $1,328,464,346.23 paid by all manufacturers in a of the 48 states combined. This all refers to tobacc products sold within the boundaries of the Unite States. Products sold in foreign countries do nc require the stamp tax.

And, North Carolina grows more than two-third 67.6 percent, of all the bright leaf grown in th United States—the favorite type for cigarettes an an ingredient for chewing and smoking tobaccos.

Verily—the Golden Weed is a broad Golde Stream in North Carolina's economy.

FRONT COVER PICTURE

N. C. TOBACCO PRODUCTS

North Carolina produces a majority of the popular brand of cigarettes, chewing and smoking tobaccos and other to bacco products including snuff and cigars. The front pag picture shows samples of the principal brands manufactu ed in this State as included in the following list:

R. J. Reynolds Tobacco Co.—Cigarettes—Camel, Cavalie Smoking Tobaccos—Prince Albert, George Washington, Ou Advertiser, Stud, and Top; Chewing Tobaccos—Cash Valu (scrap)—plug—Brown's Mule, Days Work, Apple Sun Cu ed, Reyynolds' Natural Leaf, Reynolds' Sun Cured, Cu Schnapps, Honey Cut, Top—twists—Winesap, Micky Twis Strater's Natural Leaf Twist.

American Tobacco Co.—Cigarettes—Lucky Strike, Pa Mall, Herbert Tareyton, Johnnie Walker, Sweet Capora Omar, Lord Salisbury, Melachrino, Sovereign, One Eleven Smoking Tobaccos—Bull Durham, Drum, Victory, Marylan Club.

Liggett & Myers Tobacco Co.—Cigarettes—Chesterfiel Fatima, Piedmont, Homerun, Picayune, Coupon; Smokin Tobaccos—Duke's Mixture, Country Gentleman and Buffal

Brown & Williamson Tobacco Co.—Chewing Tobaccos- Bloodhound, Red Juice, Sun Cured; Snuff—Tube Rose.

Taylor Bros.—Chewing Tobaccos—Taylor's Natural Lea Taylor Made, Black Maria, Red Coon, Ripe Peaches, Peac & Honey, Bull of the Woods, Bohannon's Favorite, Foo prints, Lucky Joe, Ram's Horn, Taylor's Best and Old Tayl Twist. (Some by tags and brands only).

El Moro Cigar Company—Cigars—El Moro, El-Rees-S Spanish Maid Crooks, Robert Fulton.

(Arranged by Mabel F. LaBarr—Photo by Robert M. d Bruyne).

N. C. Tobacco Products Top Total of All Other States

North Carolina, again, has achieved the enviable istinction of manufacturing more tobacco products han all of the other 47 states in the Nation combin- d. This superiority is indicated in the amount of tamp sales made by Uncle Sam in the fiscal year nded June 30, 1950, and includes only that part of ne manufactured tobacco products which are sold n the United States. Tobacco products sold in for- ign countries do not require the Federal stamp and re not subject to the Federal tax.

North Carolina manufacturers paid Uncle Sam 701,593,907.64 for the fiscal year ended June 30, 950. Manufacturers throughout the nation, includ- ng those in North Carolina, paid $1,328,464,346.23, y which it is seen that North Carolina paid more han 52.8 percent of the total amount paid in the Jnited States. This also shows that North Carolina roducers paid nearly $75,000,000 more than the ther 47 states combined, their total being $626,- 70,438.57. (The $700,721,441.14 shown for North Carolina in the table below which gives 52.2 percent f the nation's total was arrived at by combining everal kinds of tobacco taxes, but evidently does not nclude some small items ($772,466.50) which shows p in the total.)

IGARETTES PRINCIPAL ITEM

Cigarettes, of course, made the big item for North Carolina in stamp taxes last fiscal year. This State's three big manufacturers paid Uncle Sam $685,816,- 639.11, or 55.2 percent of the national total of $1,- 242,844,931.81 in cigarette stamp taxes. All of the other 47 states paid 44.8 percent of the nation's total, or $557,028,292.70. (This is for regular sized cigarettes, not including a negligible amount—$5,861.43 in the nation—for over-sized cigarettes).

In smoking and chewing tobaccos and snuff (lumped together for tax purposes), North Carolina manufacturers produce more than one-third of the nation's total, stamp taxes amounting last year to $14,762,680.30. This is 34.8 per cent of the nation's total—$42,457,282.20. Since this State has only one snuff manufacturer, a relatively small percentage of the total, the percentages of smoking and chewing tobacco presumably are larger than for all three.

And, North Carolina maintains this supremacy with a very minor contribution from cigar stamp taxes, which, nation-wide, is almost as large as smoking, chewing and snuff combined. North Carolina cigar manufacturers, with only one firm of any size, paid only $141,869.73 in cigar stamp taxes last fiscal year, which is almost exactly one-third of one percent of the nation's total of $42,457,282.20.

North Carolina has manufactured more than half of the nation's tobacco products before. In 1930, this State paid 56.9 percent of the nation's stamp taxes. In 1935 the percentage of the nation's total was 50.2. And, although records are readily available to us in 5-year periods only, the total must have been above 50 percent for North Carolina for other years before and during that five-year period, 1935-40. But the ratio dropped to the upper 40's for a few years. Then it went ahead of the nation again, 52.8 percent last fiscal year.

START FROM SCRATCH, 1910

Before the turn of the century North Carolina was producing a normal share of the nation's cigarettes. In 1900 this State produced 8.7 percent of the nation's stamp tax revenue, or $312,745.25. The percentage continued to gain, but the national production dropped in the next decade. In 1910 North Carolina manufacturers paid only $3,510.00 in cig-

ACKNOWLEDGEMENT

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Reynolds Feature Articles, by Chester S. Davis, in May 7 and 14, 1950, ssues of Winston-Salem Journal and Sentinel.

Edwin Gill, Collector Internal Revenue, Dist. of N. C., Greensboro, and harles J. Valaer, Deputy Commissioner, Bureau of Internal Revenue, Wash- ngton, D. C.

Tobacco Products manufactured in North Carolina, including cigars, cigarettes, chewing and snuff, total for State, total for ation, and State's percentage of nation's total from 1900 to 1950 (fiscal years) at five year intervals as compiled from annual eports of the Commissioner of Internal Revenue.

Year	Cigars	Cigarettes	Chewing-Snuff	Total-N. C.	Total-U. S.	N. C. % of U. S.
900	$ 51,309.79	$ 312,745.25	$ 4,798,529.80	$ 5,162,584.84	$ 59,355,084.27	8.7
905	48,418.93	96,444.00	4,113,332.43	4,258,496.61	45,659,910.50	9.3
910	41,478.45	3,510.00	5,728,317.66	5,773,306.11	58,118,457.03	9.9
915	45,249.01	4,541,250.00	8,436,626.52	13,023,125.53	79,957,373.54	16.3
920	208,754.51	86,296.125.00	21,637,787.40	108,142,666.91	295,809,355.44	36.6
925	108,357.68	125,289,858.54	21,278,444.54	146,735,190.76	345,247,210.96	42.5
930	26,103.88	233,164,412.19	23,100,937.41	256,332,770.98	450,339,060.50	56.9
935	52,717.40	209,163,779.03	21,497,622.75	230,773,231.58	459,178,625.46	50.2
940	76,523.78	262,611,793.80	22,484,147.75	285,184,784.53	608,518,443.59	46.9
945	140,676.19	399,952,771.58	20,754,842.09	420,848,709.86	932,144,822.32	45.1
950	141,869.73	685,816,639.11	14,762,680.30	700,721,441.14	1,328,464,346.23	52.2

Note: Cigars are those weighing more than three pounds per 1000—smaller cigars negligible; cigarettes are those weighing not more than three pounds per 000—larger cigarettes negligible. Small cigars and large cigarettes included in totals.

arette stamp taxes. The Federal rate of taxes had been reduced and that was a period of low production, yet this State's manufacturers paid 9.9 percent of the nation's total that year. In 1915 a huge jump was shown. N. C. cigarette taxes went above $4,500,000. Camels had made their appearance and Chesterfields and Lucky Strikes were then being produced in the State.

The jump from 1915 to 1920 was from $4,540,000 to $86,000,000. In the 30 years from 1920 to 1950, the increase was more than 150-fold in cigarette stamp taxes in North Carolina.

On the agricultural end, North Carolina farmers grow more than two-thirds of the bright leaf (67.6 percent last year) which is the principal ingredient of cigarettes and an important part of smoking and chewing tobaccos.

Virginia, still, is North Carolina's closest competitor. Last year Virginia paid Uncle Sam $321,912,712.38 in tobacco stamp taxes, less than half of North Carolina's $701,593,907.64. Kentucky, last year, paid $189,878,389.65 in stamp taxes, more than half of Virginia's amount.

In fact, the three states of North Carolina, Virginia and Kentucky paid last year $1,213,385,009.67 or 91.3 percent of the nation's entire tobacco stamp tax of $1,328,464,346.23.

Factory Payrolls $56,000,000; Low Contribution Rates

Six North Carolina tobacco manufacturers paid their employees a total of $55,924,354.93 for work in this State in 1950, or an average weekly wage of $51.56 to the average of 20,859 workers employed. These include Reynolds, manufacturing cigarettes, chewing and smoking tobaccos; American, producing cigarettes and smoking tobaccos; Liggett & Myers, making cigarettes and smoking tobaccos; Brown & Williamson, chewing tobacco and snuff; Taylor Brothers, chewing tobacco only, and El Moro Cigar Co., cigars only.

The figures mean that the average weekly wage of tobacco workers of $51.56 is 12.2 percent higher than the average weekly wage of all North Carolina workers covered by the State's Employment Security Law which last year was $46.80.

These figures, however, are a bit confusing, due to reporting methods of the various firms involved. One or two companies have their tobacco buying firm, so that no buying and processing workers are included in their reports to the Employment Security Commission. Other large firms count their processing workers with manufacturing workers. The processing workers (stemming and redrying) are seasonal workers, employed less than six months in the year. So, at a guess, probably an average of 10 percent of the average number of the workers reported are seasonal workers.

Seasonal workers also influence the rate of contributions paid to the Commission under the Employer Experience Rating Plan. Many of them file claims for unemployment benefits when the season ends, thus increasing the amount of benefits paid and tending to increase the rates of contributions the tobacco firms are required to pay under the formula used.

The six tobacco firms last year had taxable payrolls, under the E.S. Law, of $49,909,753.85 (amount of salaries and wages above $3,000.00 a year is not subject to the tax) and paid to the Commission $659,474.02. This is at a composite rate of 1.3 percent of payrolls, which is appreciably lower than the average 1950 State-wide rate on all liable employers of 1.59. So, even with the payments to seasonal workers during off-season periods, these tobacco manufacturers have earned a rate lower than the State average.

Accident Started N. C. on Road to Tobacco Supremacy

An accident started a series of several events which allowed North Carolina to surpass Virginia, both in growing and in manufacturing tobacco, thus becoming a national leader in growing bright leaf and in manufacturing tobacco products. Virginia, with her aristocratic plantation owners, had dominated tobacco growing from the founding of Jamestown, in which laws were passed prohibiting citizens from growing tobacco in the streets and on public lots. The Albemarle section of northeastern North Carolina was known to Virginians as Rogue's Harbor and the Virginia Colonial Assembly enacted laws which prohibited shipment of the so-called inferior tobaccos from this area into Virginia—except in payment of debts owed Virginians by North Carolina growers. This continued until an accident started turning the tide.

This accident occurred in 1856 on the farm of Elisha Slade in Caswell County, five miles north of Yanceyville and only some 10 miles from the Virginia line. Stephen, a Slade slave, was curing tobacco in the old manner by maintaining a wood fire on the ground in the tobacco barn. He fell asleep and the fire burned down to a few coals. The wood was too wet to catch readily, so Stephen ran to the charcoal pit at the nearby blacksmith shop, got a sack of charcoal and put it on the fire. It caught readily and he continued to use it. He and his owner noticed

hat the tobacco was curing up a bright yellow instead of the usual dark brown color. They were pleased and continued using charcoal.

BRIGHT LEAF BEGINNING

That was the beginning of the bright leaf and gave ts name to the Bright Leaf Belt. In half a dozen or more North Carolina counties and two or three in Virginia in the next few years, tobacco curing was revolutionized by this method. Later, of course, lues were built in tobacco barns to prevent smoke rom reaching the tobacco leaves. Previously all obacco had turned dark, was heavy and gummy nd was grown in rich dark soil. It was found that obacco grown on the poor sandy clay soil in North Carolina lent itself readily to the new curing process nd a brighter and lighter leaf was produced. It vas also found that the use of commercial fertilizer n the poorer land gave the tobacco plant the plant ood needed for this type of tobacco.

It was then that North Carolina began wresting rom Virginia her long held supremacy in tobacco rowing. Other improvements, such as the use of anvas over the tobacco plant beds and finally primng tobacco, that is, stripping it from the stalk as t ripens in the field, by which means lower degrees f temperature would cure the leaf and the stem vithout having to cure the stalk, added impetus to obacco growing.

Along with improvements in handling leaf tobacco ame the urge of many growers to transform their eaf into chewing and smoking products. Within 0 years of the accident which gave bright leaf, at east 350 factories were or had been in operation in North Carolina. In fact, a directory of manufacurers, compiled in 1881-82 and published in the United States Tobacco Journal, listed 295 individual manufacturers. It seems certain that fully 400 different firms had been engaged in tobacco manufacuring during the last half of the last century and a ew years at the beginning of the present century.

CONSOLIDATION—DISSOLUTION

Around 1900, following the organization of the American Tobacco Co. by James B. Duke and other arge manufacturers, the era of consolidation and limination was ushered in. Promising firms and brands of tobacco were purchased by the larger irms, practically all of which in the process became units of the American Tobacco Co. These included W. Duke & Sons Co. and Blackwell Tobacco Co. in Durham, the F. R. Penn Tobacco Co. in Reidsville and the R. J. Reynolds Tobacco Co. in Winston-Salem. These and other larger firms also had their periods of buying up smaller firms and brands in their areas.

As the result of the dissolution of the American Tobacco Co. in 1911 by the Supreme Court of the United States on the ground that it was a combination in restraint of trade in violation of the Sherman Anti-Trust Law, three large tobacco corporations were established in North Carolina and are still growing and prospering. These are the American Tobacco Co., with plants in Durham and Reidsville; Liggett & Myers Tobacco Co., with plants in Durham, and R. J. Reynolds Tobacco Co. with all of its manufacturing operations centered in Winston-Salem. One relatively large firm, Brown & Williamson Tobacco Co., survived until 1927, when it was purchased by the British-American Tobacco Co. and was reorganized as Brown & Williamson Tobacco Corp. It still manufactures several chewing tobacco brands and snuff in Winston-Salem, but its cigarette and smoking tobacco activities have been transferred to plants in Louisville, Ky., and Petersburg, Va.

TAYLOR BROS. SURVIVES

The only surviving independent tobacco manufacturing firm in North Carolina, other than a few cigar plants, is Taylor Brothers, Inc., of Winston-Salem, which continues to manufacture plug and twist chewing tobacco exclusively. This firm has bought up about a dozen or more smaller tobacco firms. A few other firms weathered the competition until recent years, including F. M. Bohannan & Co., purchased in 1942, and Whitaker-Harvey Tobacco Co., purchased in 1912, both by Taylor Bros.; R. P. Richardson, Jr., & Co., Reidsville, purchased in 1926, and J. G. Flynt Tobacco Co., purchased in 1923, both by Brown & Williamson Tobacco Co.; J. H. McElwee, Statesville, which manufactured smoking tobacco until around 1933 when the firm suspended operations; L. Ash, Statesville, manufactured chewing tobacco 45 years until 1935 and the firm is still manufacturing by contract now outside the State. Its popular surviving brand is Full Bloom.

N. C. Takes Tobacco Growing and Manufacturing Lead 1850-1900

For many years during the first half of the 19th entury Virginia was the principal tobacco growing nd manufacturing state. In only a few places was obacco manufacturing started in North Carolina y 1850. Milton, within a few miles of the Virginia ine in northeastern Caswell County, and Henderson, some 25 miles south of the Virginia line, are two points mentioned around the middle of the century as having tobacco manufacturing plants. Before 1850 and for several years thereafter numbers of farmers established small plants to manufacture their own tobacco and sometimes that of neighbors.

Before and after the middle of the century many growers would prepare their own chewing tobacco in crude but effective manner. They would take a green maple, poplar, birch, elm and other types of logs containing a sweet sap, bore numerous auger holes in them, fill these holes with leaf tobacco, tamp it in close and drive a blunt-nosed peg into the top of the hole, packing the tobacco still closer. After a month or two, the log would be split open and these hunks of sap-sweetened tobacco taken out and stored for the family chewing.

Around 1850 small factories began to operate in villages and rural areas and increased in number during the decade. Operation of the North Carolina Railroad in the middle 1850s gave impetus to the infant industry providing a method of shipping in leaf tobacco and shipping out the tobacco products. The war halted this activity but also increased the demand for tobacco products for the men in military service. A small plant in Durham, robbed of smoking tobacco by northern soldiers, recovered rapidly when these same soldiers ordered this type of smoking tobacco after they had reached home. By 1870 numbers of small rural plants had been established for manufacturing the principal product, chewing tobacco.

CRUDE PLANTS—WAGON SALES

The machinery used in that period was crude and the process was slow. The leaf tobacco was flavored with a mixture of licorice, molasses and sometimes heavy sugar concentrates in water with which the leaf was sprinkled or into which it was dipped. The leaf was then stemmed and rolled into lumps which were capped with bright unsweetened leaves. These lumps were spread on dryers and dried, usually in the sun or in a dry house by fire on cloudy or wet days. They were then packed away to allow them to come to order. Then the lumps were placed in wooden frames with wooden sinkers and pressure was applied, usually by the screw or lever process, later by hydraulic pressure, to flatten them and produce the plug. These plugs were then packed in wooden boxes and pressure was again applied. The boxes remained under pressure for a period to prevent puffing and then were nailed up. After a few weeks they were ready for the market. Because these wooden frames would split and get out of shape under pressure, steel frames with flat metal surfaces on the sinkers were developed and proved much more satisfactory. Hydraulic presses were also developed, making the prizing process easier.

Before the days of railroads and even afterward for several years, the principal method of marketing was by team and covered wagon. A load of this boxed tobacco, 1,000 to 1,500 pounds usually, was stamped and loaded. The salesman, with a boy as driver-cook, started out and would call on rural merchants along the route. These wagons were equipped with feed boxes for feeding and buckets for watering the stock. In the front of the wagon was a provision box, also used as a seat for the salesman and the driver. It contained sections for salt, sugar, flour, meal, skillets, tin plates and cups, knives and forks, along with meat, eggs and other edibles. The food could be replenished at stores along the route. When night came, the wagon would be pulled to a campsite on the side of the road, the horses fed and watered, and the driver prepared the evening meal. The two would sleep on quilts on top of the load of tobacco.

FORGES AHEAD OF VIRGINIA

As a result of North Carolina's breaking Virginia's monopoly in growing tobacco by the discovery of the bright leaf method of curing tobacco, North Carolina also made extensive inroads in tobacco manufacturing and finally forged ahead of Virginia. It is a bit ironic that many of the North Carolina leaders in tobacco manufacturing came to this State from Virginia. These included Reynolds, Penn and many others. In Durham the Dukes were native sons, but in the main, Virginians blazed the tobacco manufacturing trail in North Carolina.

Early factories were established in the first tier of North Carolina counties south of the Virginia line. These included Surry, Stokes, Rockingham, Caswell, Person, Granville and Vance. The second tier in which the larger plants were established included Durham, Orange, Alamance, Guilford, Forsyth, Yadkin and even Wilkes. Later manufacturers established plants in Wilson, Wake, Davie, Rowan, Iredell and went on westward into Catawba, Caldwell, and Buncombe counties. Only a few plants were ever established outside of these counties.

By 1881-82 North Carolina had listed 295 tobacco manufacturing plants. This listing was made by Oscar Hammerstein, editor of the United States Tobacco Journal.

This directory with corrections and counties in which the plants were located in "The Bright Tobacco Industry, 1860-1929" by Nannie May Tilley and published by the University of North Carolina Press, shows many interesting facts. It reveals that these 295 factories were located in 35 North Carolina counties. Davie County topped the list with 29 factories. Forsyth and Rockingham had 27 each, Surry and Vance had 25 each, while Granville and Stokes had 22 each. In order Yadkin had 16 plants, Durham 12, Catawba 10, Iredell 9, Orange, Person and Buncombe, 7 each; Guilford and Rowan 6 each, Wilkes 5, Mecklenburg, Alamance and Caswell, 4 each; Cleveland and Caldwell, 3 each; Franklin and Wake, 2 each; while one plant each was located in the following counties: Cumberland, Robeson, New Hanover, Davidson, Randolph, Halifax, Craven, Hertford, Lenoir, Greene, and Rutherford.

PLANTS INCREASE—DECREASE

It is entirely possible that in the 20 years which followed that this number reached 500. Certainly it must have exceeded 400. This is indicated by the facts as given for one county. When this directory was compiled, Forsyth County was shown to have

had 27 factories. In 1894 another directory showed that Winston-Salem alone had 37 and this list does not include the names of some few dozen factories known to have been operating in the period following the time of that enumeration. It is evident, therefore, that Winston-Salem had between 80 and 85 factories up to the period around the turn of the century, including combinations and successors.

After the American Tobacco Co. was organized and began its policy of buying up or eliminating smaller plants by competition, the number began to dwindle. Other prosperous manufacturers followed a similar policy. The result is that North Carolina has only three cigarette manufacturing firms in three North Carolina cities, two smoking and chewing tobacco firms in two of the same cities and only two cigar manufacturing firms that have as many as eight employees while 45 tobacco processing firms are in operation in North Carolina. Many firms, however, have grown to such an extent that North Carolina took the lead from Virginia about half a century ago and has continued to hold that supremacy against any state in the nation.

Period of 'The Trust'—Duke and Group Form American 1890-1911

After extensive conferences arranged by James Buchanan Duke with other leading tobacco manufacturers in the nation, the American Tobacco Co. was organized late in 1889 and was incorporated under New Jersey laws as of January 31, 1890. For twenty-one years, until its dissolution by order of the United States Supreme Court, the American Tobacco Co. dominated tobacco manufacturing and distribution throughout the United States. The corporation was capitalized at $25,000,000. This corporation acquired all of the plants, brands, good will, chattels and other interests owned by the individual units in the consolidation.

Ten individuals worked out the consolidation plans. These included James B. Duke, Benjamin N. Duke and George W. Watts of W. Duke Sons & Co.; Lewis Ginter, John Polk and George Arients of Allen & Ginter; F. S. Kinney and W. H. Butler of Kinney Tobacco Co.; William S. Kimbell of W. S. Kimbell & Co. and Charles G. Emery of Goodwin & Co. J. B. Duke was elected president, John Polk and W. S. Kimbell, vice-presidents, W. H. Butler, secretary, and Charles G. Emery, treasurer. When New York lawyers advised that certain legal proposals could not be accomplished, Mr. Duke advised that he would bring a lawyer to New York who could accomplish them. This man was Williamson Whitehead Fuller, Durham attorney, who handled legal details for the corporation from the beginning and for 20-odd years afterwards.

DUKE'S MODEST BEGINNING

J. B. Duke, founder and president of the American Tobacco Co., through his first 21 years as president, developed into the greatest tobacco manufacturing, distributing and organizing genius that has moved across the American stage. James B. Duke was born December 13, 1856, on the farm operated by his father, Washington Duke, a few miles north of Durham. He had one older half brother, Brodie Lawrence Duke, born September 17, 1846, and an older full brother, Benjamin Newton Duke, born early in 1855. Washington Duke's second wife died while her children were young and they were brought up by their Aunt Elizabeth Roney.

When Washington Duke, 45, returned from service in the War Between the States, he had a 300 acre farm, two blind mules, a quantity of leaf tobacco and 50¢ in good money. He gathered his children together, sold his farm and rented a part of it on which to raise a crop. Meanwhile, he thrashed out his leaf tobacco, sifted, sacked and carried it by wagon on a trip to the eastern part of the State. He bartered the tobacco successfully, returned home, and decided to continue and enlarge his production. In 1866 he manufactured 15,000 pounds, selling it at 30¢ to 40¢ a pound. Six years later, in 1872, he and his sons produced 125,000 pounds of tobacco.

At 14 years of age, in 1870, J. B. Duke was superintendent of the home factory. He entered Guilford College, but soon afterwards stopped. Later he attended Eastman National School of Business at Poughkeepsie, N. Y., completing the bookkeeping and accounting courses in six months when 18 years old. He returned home and installed a double entry bookkeeping method in the plant. In 1874 Washington Duke and two sons moved to Durham and built a new tobacco factory. The older, Brodie, who had started producing tobacco in Durham in 1869, occupied a part of the new building. Four years later, a formal partnership was arranged, George W. Watts buying an interest with the four Duke members of the firm. In 1880 R. H. Wright bought Washington Duke's interest and became outside salesman. J. B. Duke had charge of manufacturing, the other members of the firm handling the other duties.

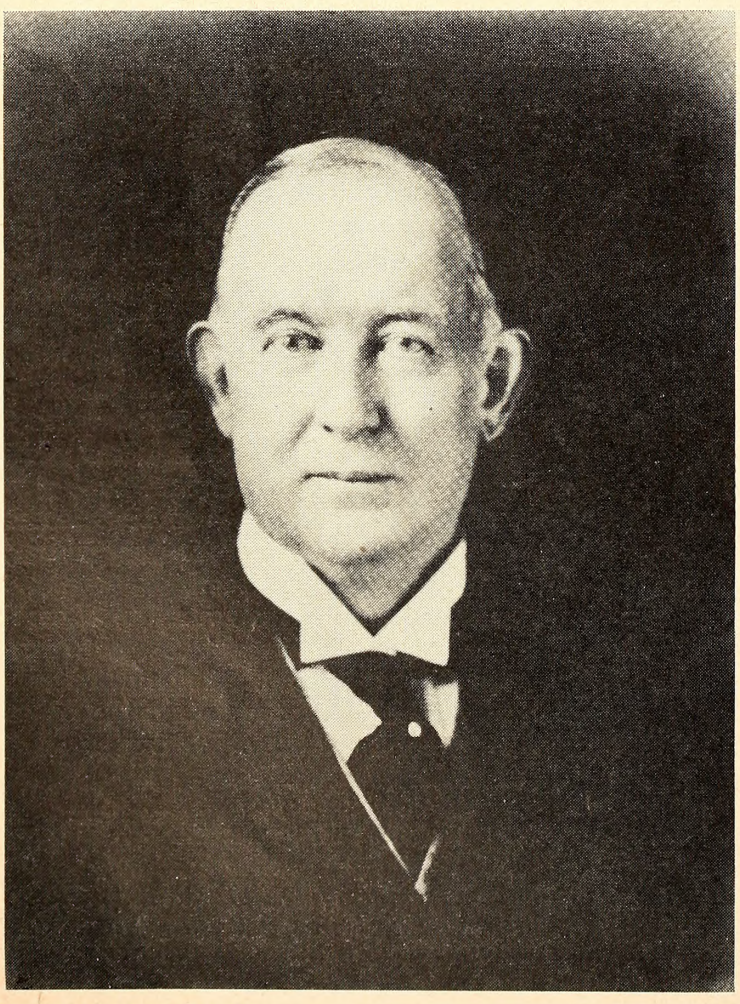
STARTS MAKING CIGARETTES

Although the firm was meeting success, J. B. Duke was not satisfied. He felt that they could not compete with Bull Durham, manufactured by W. T. Blackwell Tobacco Co. He decided to enter a new field, the manufacture of cigarettes, which had been produced in the nation by other manufacturers for about 12 years. He established a cigarette department, employed J. M. Seigel to handle it and brought

about 300 Jews to Durham to do the work by hand. In 1884 he installed Bonsake cigarette making machines and improved their operation in his plant.

The cost of producing cigarettes was thus reduced to less than half of the hand production cost. A heavy reduction was made about this time in the Federal tax on cigarettes and the price of a package of ten cigarettes was reduced from 10¢ to 5¢. In 1884 a new brick plant was erected, later the Liggett & Myers plant. With J. B. Duke's manufacturing ability and R. H. Wright's salesmanship cigarettes soon became popular throughout this country and were sold in large quantities on three eastern hemisphere continents. But there was a fly in the ointment. The Blackwell firm also started manufacturing cigarettes and continued a strong competitor.

About that time J. B. Duke was looking for wider horizons and was seeing visions of a huge tobacco manufacturing and distributing organization. He held several conferences with various of his competitors. Some of them joined in his plan readily, others held out. Finally ten men of five large corporations agreed on his plan and formed the American Tobacco Co. Practically all of the larger firms entered the corporation later, either voluntarily or after persuasion and pressure. The head office was moved to New York City.



James Buchanan Duke, native of North Carolina, founder and president for many years of the American Tobacco Co. and other important tobacco organizations.

ACQUIRES BULL DURHAM PLANT

In 1898 the Continental Tobacco Co. was chartered in New Jersey with an authorized capital of $75,000,000 and J. B. Duke became president at a salary of $50,000 a year. In that same year the National Cigarette and Tobacco Co., which had been purchased in 1896 by Thomas Fortune Ryan, Wall Street financier, and his associates, had bought control of Blackwell's Bull Durham plant. Ryan and associates consolidated these firms into the Union Tobacco Co. of America with a capital stock of $22,000,000. Ryan, also in 1899, got an option to buy Liggett & Myers Tobacco Co. for $11,000,000 for the purpose of fighting the American Tobacco Co. However, Mr. Duke came to terms with Mr. Ryan, resulting in an agreement by which the American Tobacco Co. bought Union and also took up the option in the purchase of Liggett & Myers Tobacco Co. In these trades, Ryan and his associates made a clear profit of $20,000,000 in a few months.

After a few years in Durham and in the Ware-Kramer Tobacco Co. in Wilson, Percival Smith Hill, Philadelphia, who later was to become an important figure in the American Tobacco Co. after the dissolution, was made a vice-president of the American and put in charge of sales throughout the nation. Rufus Lenoir Patterson, native of Salem, who was principal inventor of an automatic Packing and Labeling Machine in Durham in 1896, was made a vice-president of the American at 27 years of age. Later he organized and headed the American Machine and Foundry Co. which was engaged in manufacturing machinery used in manufacturing tobacco and which became a subsidiary of the American Tobacco Co. Today under direction of the founder's son, Morehead Patterson, this company is continuing independently the production and development of tobacco manufacturing machinery. Recently this firm established a laboratory in Raleigh for work in developing further cigarette and tobacco curing machinery.

R. J. REYNOLDS 'UNDIGESTED'

R. J. Reynolds Tobacco Co. proved one of the hardest of the independent firms for the American Tobacco Co. to acquire, and remained undigested. Earlier R. J. Reynolds had sided with the tobacco farmers in their opposition to "The Trust". He had made the statement that "if Buck Duke tries to swallow me, he'll have the bellyache for the rest of his life". At that time Reynolds was making 5,000,000 pounds of chewing tobacco a year. Finally Reynolds succumbed and the corporation was re-organized in 1898 under a New Jersey charter. American interests owned a control of the stock. Mr. Reynolds explained that he had joined the opposition in order to find out what was being done and to get in some licks on the inside. It is definite that Mr. Duke stood in awe of the independent Reynolds and allowed him to operate without interference.

By the end of 1900 the Duke interests were manufacturing 92.7% of the cigarettes, 62% of the chew-

ıg tobacco and 59.2% of the smoking tobacco pro-
uced in the United States. Thus the American's
ontrol had extended to all tobacco products except
gars. The next year the American Cigar Co. was
ıcorporated with a capital stock of $10,000,000 and
ought up cigar firms producing one-sixth of the
ational output. Mr. Duke was elected president.
ı that year the American firms did a business of
125,000,000 and had approximately 100,000 em-
loyees.

UKE ENTERS RETAIL FIELD

The United Cigar Stores Co. was organized in
900 by J. B. Duke and associates who bought up
ıd established hundreds of retail stores in principal
ties of the country, driving out the smaller units.
Vithin five years 500 such stores were operating
ıd annual business had reached $12,000,000 a year.
efore the 1929 crash, this organization had 2,500
ores and was doing a business of $2,000,000 a
eek. The American set up plants in Australia,
ew Zealand, Canada, Germany, China and Japan.
ames A. Thomas, from Orange and Rockingham
amilies, was handling China and developed a tre-
ıendous business in that country. George Garland
llen, native of Warrenton, N. C., handled the ex-
ort business.

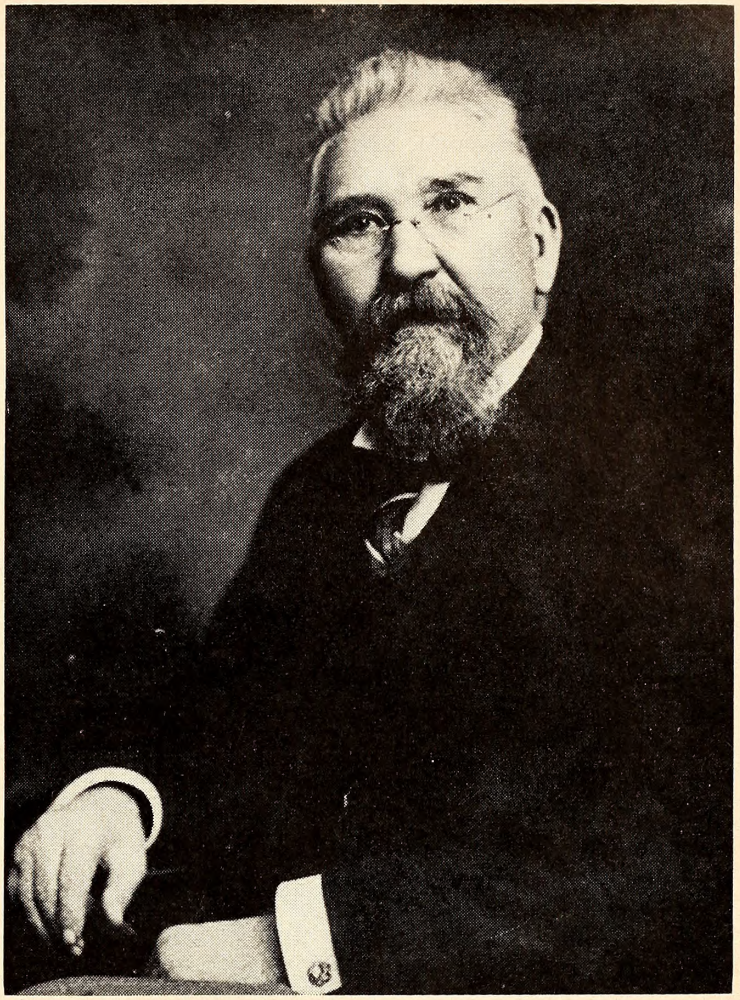
About this time Mr. Duke and his Wall Street
ıancial associates decided to invade England. With
vo men, W. R. Harris and Caleb C. Dula, accom-
anying him, Mr. Duke landed in London in Septem-
er, 1901. Within two weeks he had bought the old
stablished firm of Ogden, Ltd., Liverpool, for $5,-
80,000.

Frightened, thirteen British tobacco houses or-
anized and formed the Imperial Tobacco Co., a
75,000,000 corporation, to fight Duke and his asso-
ates. A terrific struggle followed. The Duke cor-
oration adopted a very bold policy of allowing Brit-
h retail outlets extensive concessions and profits.
hey were making large inroads into the British
usiness. Imperial Tobacco Co. officials began
aking overtures. Finally Mr. Duke, accompanied
y Thomas J. Ryan, went to England in 1902 for
onferences. Mr. Duke called in two of his trusted
eutenants, W. W. Fuller, attorney for the American,
ıd James A. Thomas, his far eastern manager.

UKE FORMS BRITISH—AMERICAN

After a few weeks of negotiations, a treaty was
gned. By its terms Ogden's was sold to the Impe-
ial for $7,500,000. The British-American Tobacco
o. was then formed and it and the Imperial, in
ffect, divided the entire world for tobacco exploita-
on. Outside of the United States, where the Ameri-
an continued to dominate the field, British-Ameri-
an was to cover about two-thirds of the remaining
orld and the Imperial the remaining one-third, each
ominant within its area. J. B. Duke was elected
resident of the British-American, a $30,000,000
oint stock corporation.

Thus within the short period of 28 years, J. B.



Richard Joshua Reynolds, founder and president for 43 years of the R. J. Reynolds Tobacco Co., largest tobacco firm operating exclusively in North Carolina.

Duke, Durham County boy, had risen from superintendent of a small country factory to the head of tobacco organizations which dominated the major part of the entire world. His new corporation was the closest approach to a world trust that had ever been organized.

AMERICAN DOMINATES INDUSTRY

American Tobacco Co. earnings in 1902 were $13,-000,000, while Continental earnings were even larger. In January, 1903, these two corporations were consolidated and the directors declared a 20% dividend, amounting to $16,000,000. Then on October 10, 1904, the American was greatly enlarged and reorganized with an authorized capital stock of $100,000,000 and $80,000,000 in preferred stock. Total capital obligations amounted to $225,000,000. Mr. Duke continued as president with John B. Cobb, Caleb C. Dula, Charles C. Halliwell, William R. Harris and Percival S. Hill as vice-presidents.

By 1906 the American Tobacco Co. controlled four-fifth of the tobacco industries, except for cigars. A break-down shows that the firm manufactured 82% of all cigarettes, 71% of smoking tobacco, 81% of fine cut tobaccos and 96% of all snuff produced in the United States. During that year component parts of American used 400,000,000 pounds of leaf tobacco. Up to that time it had absorbed between

200 and 300 smaller tobacco firms, some of which continued operation under their own names. During the five year period 1903-08 the American earned an average profit of 19%, or $31,200,000, annually.

James B. Duke, with profits rolling in in a great stream, purchased Veghte farm, Somerville, N. J. This became the Duke farm with 2,200 acres, one mile wide and three miles long. This he developed into one of the most magnificent estates in the entire world at a cost probably in excess of $10,000,000. On it he built a mansion containing 50 rooms. Several years later he was to take over the Taylor home in the restricted residential area of Myers Park, now a part of Charlotte, and develop it into one of the nicest homes in North Carolina, but occupied it only on rare occasions.

PROTESTS AGAINST 'THE TRUST'

Meanwhile the trickle of criticism against the three almost interchangable objectives—the American Tobacco Co., "the trust", and J. B. Duke—was rising to a mighty torrent. Many independent tobacco manufacturers, who claimed they were forced out of business by the American Tobacco Co. policies, were full of resentment. Many Southern tobacco growers, who felt that "the trust" was forcing down the prices of leaf tobacco, railed against the low prices they were receiving. In fact, this resentment took the form in Kentucky of organizing night riders who voluntarily burned to the ground many warehouses stocked with leaf tobacco. In North Carolina indignation meetings were held frequently. Two North Carolina publications, Josephus Daniels' News and Observer and John R. Webster's Weekly in Reidsville, were continually firing vitriolic shots at "the trust".

They were supported quietly and effectively by that rugged individualist, R. J. Reynolds, whose company in Winston-Salem had been swallowed finally but never completely digested by the American Tobacco Co. Mr. Reynolds had told Josephus Daniels, the independent leader, that he had not quit but had joined hands with "the trust" to keep it from ruining him and to get an under hold and that he was fighting from the inside. "You will never see the day," he affirmed, "that Dick Reynolds will eat out of Buck Duke's hand". These two strong personalities clashed several times soon after the American had secured control of the Reynolds firm in 1898, but after that Mr. Reynolds was given almost complete authority over his firm. He too bought smaller competing firms both before and after the period of control by the American Tobacco Co.

AMERICAN ORDERED DISSOLVED

As was the case with other big businesses throughout the United States, J. B. Duke feared President Theodore Roosevelt with his "big stick". By 1907 the flood of criticism against the American Tobacco Co. had grown so great that the United States government sued through the Circuit Court of Appeals, N. Y. for a dissolution of the American Tobacco Co. on the ground that it was a combination in restraint of trade in violation of the Sherman Anti-Trust Law.

The suit reached the United States Supreme Court in 1910 and in 1911 that body ordered a dissolution of the American Tobacco Co. The order was to be carried out under the direction of and with the approval of the Circuit Court of Appeals of New York. During the trial of this case, Mr. Duke, from a sick bed at his home, gave testimony for three days in February, 1908. He denied coercion and unfair practices, contending that he had never threatened any firm and had never depressed the prices of leaf tobacco. He contended that various firms were purchased in order to round out the business and that the success of the American Tobacco Co. was due to the push, drive and advertising of the individuals making up the corporation.

DUKE 'UNSCRAMBLES' AMERICAN

It was properly admitted that the only person capable of working out the dissolution of the American Tobacco Co. was the man who had developed it in the first place—James B. Duke. He, a group of lawyers, and the court worked on the proposal for several months during the middle of 1911. He proposed two or three plans which were not accepted by the court. Then one night while in bed his active brain devised a method. This was submitted to the court and accepted.

It provided for independent operation of several of the auxiliary firms, such as the American Machine and Foundry Co and other firms engaged in supplying pipes, licorice, insecticides, fertilizers, tin foil, boxes, bags and other supplies for the tobacco industries. The American Cigar Co. was to be one unit and five others were to be formed out of the existing American Tobacco Co. These were to be the American, Liggett & Myers and P. Lorillard which were to be separate corporations, the United Cigar Stores Co., and that the R. J. Reynolds Tobacco Co. was to be restored to its former owners. It was then that R. J. Reynolds remarked gleefully "Now watch me give Buck Duke hell".

DUKE MEETS PAGE AGAIN

Although there was more rumbling against the dissolution plan when it was learned that it had been engineered by J. B. Duke, plans for the new set-up were carried through as scheduled. The wisdom of J. B. Duke was again displayed. The units into which the American was divided each has become a growing successful corporation and the principal ones are now larger and more extensive than the original American Tobacco Co.

After the dissolution Mr. Duke was invited to become executive head of the British-American Tobacco Co. which he had formed a decade before. He went to London and took charge of another of his great brain children. After several months the war in Europe broke and it was only through the help of Walter Hines Page, native of Wake County, th

mbassador to England, that Mr. Duke was able to ecure his passage to New York. Mr. Duke was reatly displeased when he returned home, feeling hat the entire bottom had dropped out and that his xtensive holding would be wiped out.

TARTS POWER DEVELOPMENT

However, Mr. Duke was not long in the doldrums. Vhile having trouble with his feet, he consulted an minent physician of New York and South Carolina, r. W. Gill Wylie. Dr. Wylie owned a small elec- ic plant in South Carolina. He talked to Mr. Duke bout it and interested him in electric power devel- pment. W. States Lee, an engineer, worked out lans for small electric power developments and Ir. Duke gave him $50,000 to buy a site on the Vateree River near Camden, S C., and developed a lant. This was the beginning of the Southern Pow- r Co., later to become the powerful Duke Power o., serving the Piedmont area of North and South arolina and with assets which reached $350,000,000 around the time of Mr. Duke's death, October 10, 1925. The story of this latest major development of the Durham County farm boy is well known to North Carolinians.

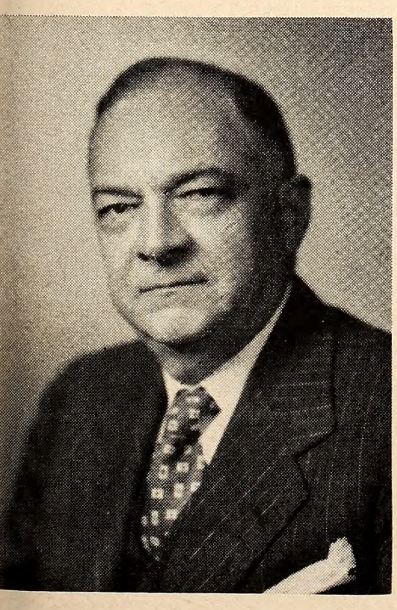
Meanwhile, J. B. Duke became interested in developing power at Saguenay Falls in northern Quebec, Canada, and spent many millions of dollars in erection of two huge plants. George Garland Allen, the Warrenton, N. C., man who became head of all of the Duke organizations after Mr. Duke's death, was president of the Duke Canadian interest, the Quebec Development Co. and the Quebec Aluminum Co. It was then that Andrew Mellon and his Aluminum Co. of America became interested in this development. He sought to ward off competition. Finally he bought the Canadian properties and Mr. Duke received in exchange a hefty share of the stock in the Aluminum Co. of America worth $12,500,000.

Formation of the Duke Endowment by Mr. Duke and its distribution of funds in the Carolinas is treated in another item in this issue.

Reynolds Leads in Tobacco Production in North Carolina

The R. J. Reynolds Tobacco Company, Winston-alem, now one of the largest tobacco manufactur- ng organizations in the world, had its beginning in 875 when Richard Joshua Reynolds erected a small lant in Winston at the cost of $2400 and invested ie remainder of $7400 in leaf tobacco and in wages f about a dozen employees—most of whom were mployed on a part-time, seasonal basis. Today this rm has assets of $550,000,000, annual sales of 760,000,000 and manufactures three world leading obacco products: Camel cigarettes, Prince Albert moking tobacco, and Days Work chewing tobacco.

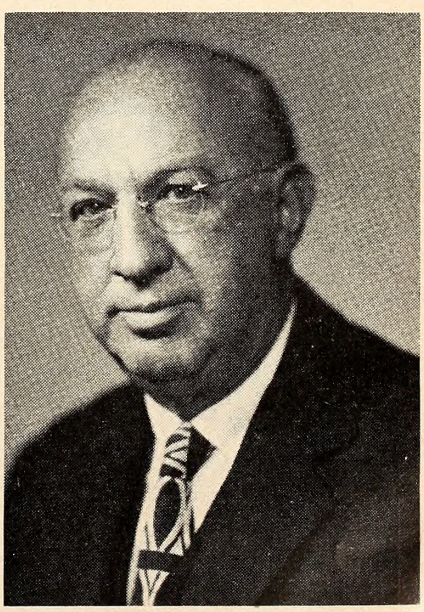
Mr. Reynolds was a native of the No Business Iountain section (near the community of Critz) of Patrick County, Va. His father, Hardin Reynolds, was a large tobacco grower and began manufacturing tobacco that he and some of his neighbors raised. At that time tobacco was marketed by wagons which carried the product to the rural and small town merchants. As a boy Richard Reynolds had valuable experience in growing, manufacturing, and selling tobacco. He spent a brief period at Emory & Henry College in Virginia and later he attended Bryant & Stratton's Business College in Baltimore, where his agile mind was quick to grasp business methods. The sixth child in a large family he struck out on his own at 24 years of age, riding a sorrel horse 50 miles to Winston in 1874.



ames A. Gray, former president now chairman of Board of R. J. Reynolds Tobacco Co.

FIRST PLANT TENNIS COURT SIZE

The first Reynolds plant covered an area equivalent to that occupied by a tennis court, was two stories high and soon after its erection was painted a bright red. Mr. Reynolds had his living quarters in the upper story of the building. Tobacco manufacturing at that time was conducted for six months during the warmer part of the year and the winter months were devoted to purchasing leaf for the next year's operations. Manufacturing chewing tobacco, Mr. Reynolds was successful from the beginning. Due to his youthful appearance, Mr. Reynolds grew a beard and had his picture reproduced on numbers of the boxes in which the tobacco was packed for selling. His small factory was on a site



John C. Whitaker, president of the R. J. Reynolds Tobacco Co.

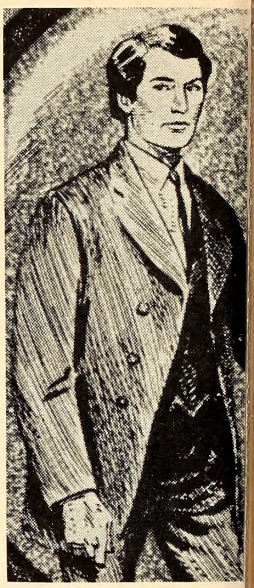
now covered by one of the more than 200 large buildings in which operations are now carried on.

Winston, with its 800 people, and Salem, its older neighbor, formed a splendid location for this infant industry. The railroad had just been constructed from Greensboro where it tapped the North Carolina Railroad and it was only a few years until a branch line was built to North Wilkesboro. These lines and others built later supplemented and finally almost supplanted the wagon as a means of getting leaf tobacco to the market and transporting tobacco products to their users. Winston also had a leaf tobacco auction warehouse.

Mr. Reynolds was individual owner of the business during the first 13 years. In 1888 he formed a partnership taking in with him his brother, William Neal Reynolds, and Henry Roan. This partnership under the name of R. J. Reynolds & Co., was continued until 1890 when the R. J. Reynolds Tobacco Co. was incorporated under the State laws with capital stock of $190,000. In 1899 when the R. J. Reynolds Tobacco Co. became an undigested unit of the American Tobacco Co., the firm was incorporated under the laws of New Jersey and has since continued its organization under this charter. The capital was increased to $2,100,000. In 1895 the Reynolds Company won the highest award on chewing tobacco at the big Cotton States & International Convention in Atlanta, Georgia.

SMOKING TOBACCO STARTED

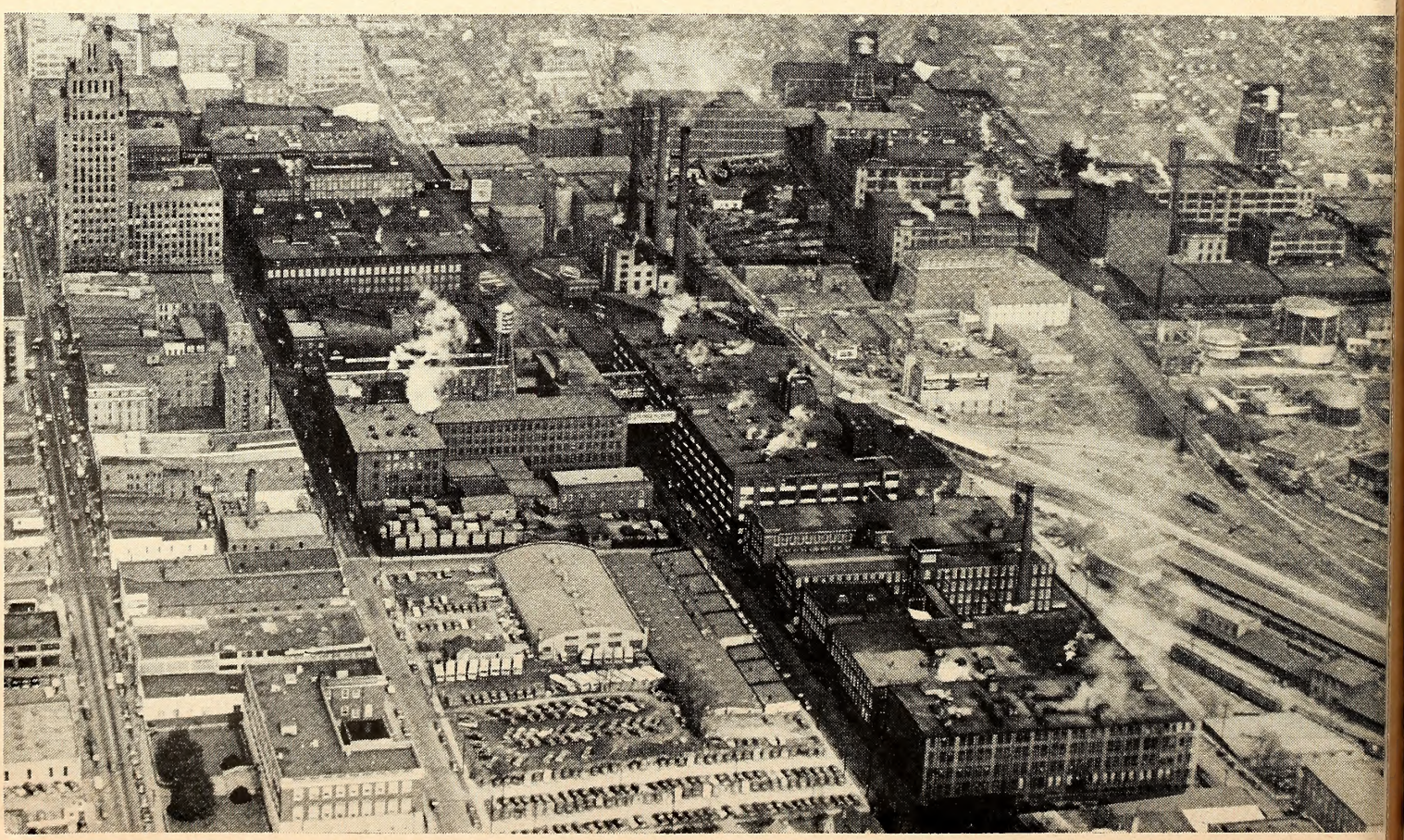
In the same year, this company began to manufacture smoking tobacco. The first smoking tobacco brands were Our Advertiser, which is still manufactured, and Split Silk, with which were supplied papers to roll-your-own, and Razor Back. Although the volume of smoking tobacco gradually increased, chewing tobacco continued to account for the bulk of the business. For example, from 1900 through 1906 chewing tobacco made up 98% of the sales. Whereas sales of the company in the middle 'eighties amounted to about $200,000 a year, Reynolds production was running behind production by P. H. Hanes & Co. and Brown Bros. Sales had reached almost one-half million dollars a decade later.



R. J. Reynolds, 25 when he established his tobacco plant in Winston in 1875.

In 1897 Winston was the third largest tobacco manufacturing city in the United States, only St. Louis and Louisville topping her. Principal Reynolds brands about this time were (chewing) : RJR, R. J. Reynolds' Level Best, Naturally Sweet, RJR Red, White and Blue, Strawberry Twist, Belle of North Carolina, Maid of Athens, Caromel, Our Advertiser and Schnapps; (smoking) Split Silk, Our Advertiser and Razor Back.

Bird's-eye view of the principal manufacturing plants of the R. J. Reynolds Tobacco Co. in Winston-Salem, forming the largest tobacco manufacturing plant in any city in the world. Reynolds buildings are darkened purposely in picture. Upper left is Reynolds Office Building. Upper center is Reynolds Power Plant. Reynolds pays Uncle Sam more than a million dollars a day for each day of five day work week.

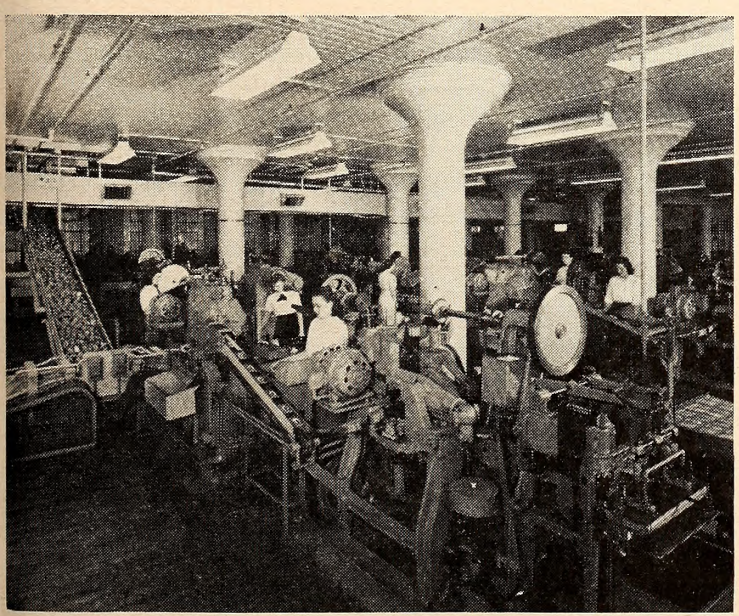


In 1890 the American Tobacco Co. was organized by James B. Duke and other large manufacturers in states north of North Carolina. Soon after this organization the American Tobacco Co. began its alleged plan of buying up all promising independent companies it could acquire and of allowing smaller and less aggressive companies to die on the vine through competition. R. J. Reynolds, a rugged individualist, continued his independent operations until 1899. He had been quoted as saying: "I don't intend to be swallowed by Buck Duke. If Buck Duke tries to swallow me, he will have the bellyache the balance of his life."

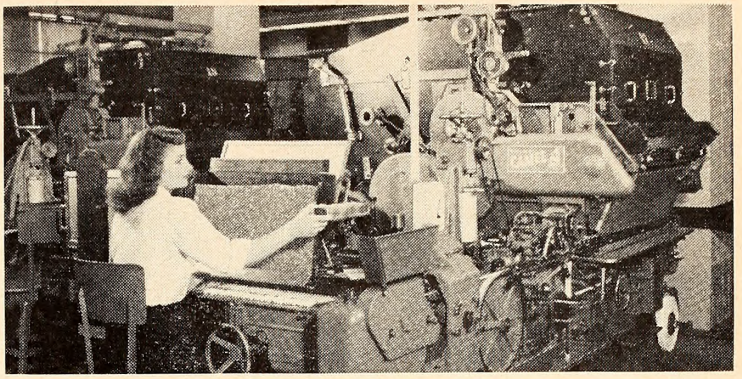
ABSORBED BY AMERICAN

However, pressure was so great that Mr. Reynolds joined "the trust", but told the late Josephus Daniels that he had joined in order to get in some licks on the inside. But, it is of record that Mr. Duke stood in awe of this independent manufacturer in Winston. Evidence indicates that after they had locked horns on a few issues, Mr. Duke had played hands off and had allowed Mr. Reynolds to conduct his business in his own way, even though the American Tobacco Co. had purchased the majority stock in the Reynolds Company and for a period, from 1899 to 1905, Benjamin Newton Duke, older brother of J. B. Duke, was first vice-president of the R. J. Reynolds Tobacco Company.

As the rumbling against "the trust" increased in the early 1900s Mr. Reynolds must have taken time out occasionally to enjoy himself. The rumblings and complaints of tobacco growers throughout the South grew stronger and louder. In Kentucky, for example, it took the form of night riders who would pounce upon and burn large stores of leaf tobacco. In North Carolina growers held indignation meetings and railed against the low prices they charged "the trusts" with paying them for their tobacco.



Tiny red tins are being made in this department for Prince Albert, America's largest selling smoking tobacco. Conveyor belt, left, is carrying new tins to manufacturing department above where other machines fill them with Prince Albert. These are popular departments for visitors taking the Reynolds guided tours.



Inspector at one of hundreds of modern machines making Camels,, Americas largest selling cigarette. Each machine costs more than twice the money with which R. J. Reynolds started business in 1875. Visitors linger here.

REYNOLDS AGAIN INDEPENDENT

These rumblings came to a head by 1907 when the Federal Government brought charges against the American Tobacco Co. for operating a monopoly in restraint of trade in violation of the Sherman Anti-Trust Law. Under the leadership of President Theodore Roosevelt, who shook his "big stick" at big business, the case was prosecuted with vigor by Attorney General George W. Wickersham with James C. McReynolds prosecuting the case. In 1911 the courts held that the American Tobacco Co. had violated the Sherman Law and ordered its dissolution, to be carried out under direction of the Circuit Court of Appeals of the State of New York.

It was an admitted fact that the only man who could unscramble the corporation was the man who had built it up. J. B. Duke offered one or two plans of dissolution and finally worked out the plan adopted. This was a breaking down of all of the companies producing various supplies and equipment such as tobacco machinery, packages, boxes, bags, tin foil, paper and other requirements for the trade and splitting the American Tobacco Co. into four corporations: The American Tobacco Co., Liggett & Myers Tobacco Co., P. Lorillard, and allowing R. J. Reynolds Tobacco Co. to assume and to continue its former status.

Whereas Mr. Duke had planned to segregate the manufacture of chewing tobacco in the R. J. Reynolds Tobacco Co., Mr. Reynolds had gone about a plan of developing a new type of smoking tobacco. At that time chewing tobacco sales continued to dominate the field. In 1906 the Reynolds firm was manufacturing 59 brands of flat plug and 14 brands of twist chewing tobacco, but numerous tests had been conducted in the development of a new type of smoking tobacco.

PRINCE ALBERT BIG SUCCESS

Prince Albert smoking tobacco hit the market soon after the process was patented on July 30, 1907, about the time the suit against "the trusts" was started, and probably was a bit disconcerting to Mr. Duke, who had other plans for the Reynolds firm.

Prince Albert, which resulted from several years of experimenting, was produced under a new patented process based on fine burley leaf. It was packed in a pocket size tin box, on the front of which appeared an illustration of a man somewhat resembling King Edward VII in the style of coat which took its name from this popular monarch—Prince Albert—and by which name he was known until he ascended the British throne in 1901. Under this picture were the words "Now King". When King Edward VII died in 1910 these words were eliminated, and "Crimp Cut" (which previously had appeared immediately under the brand name) was placed in that spot on the tin.

Earlier brands of tobaccos, both chewing and smoking, had been local in their use, but Mr. Reynolds inaugurated a nation-wide advertising campaign in promotion of this new smoking tobacco. So strong was this advertising campaign and so popular was Prince Albert, that it captured the public fancy and within a few years it had become the nation's largest-selling smoking tobacco—a position it has continued to hold in the 40 years that have followed.

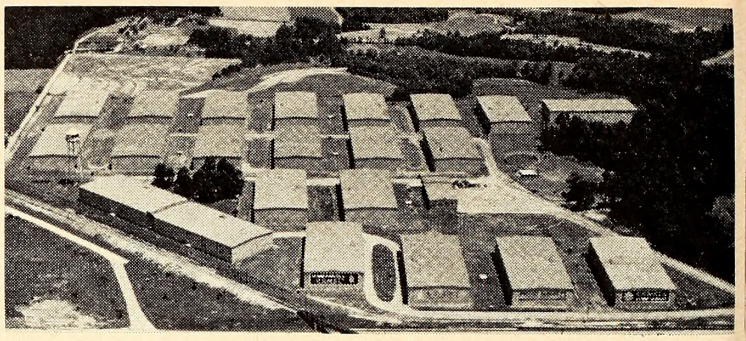
But Mr. Reynolds had still a greater surprise coming. He realized that chewing tobacco had about reached its crest and that people were turning more and more to smoking. If he had created a sensation by developing and marketing Prince Albert smoking tobacco, probably also opposed by J. B. Duke, he had a still greater sensation which broke on the world some two years after the dissolution of the American Tobacco Co. The staff experimented with various types of blends.

"THE CAMELS ARE COMING"

Then on October 19, 1913, he began the manufacture of Camel cigarettes. After trying many blends and making many tests, he and his staff reached the agreement "this is it".



Section in which Camel cigarettes are put in packages. Any of the hundreds of packing machines can form and complete an entire Camel package in less than a second—faster than a wink.



Kernersville group of huge leaf storage warehouses in which leaf tobacco is slowly aging for use in Reynolds products.

Camels were the first of the modern type blends and other cigarettes of the popular types have followed Camel's lead. The Reynolds staff had worked out a blend of bright leaf with burley, and Turkish, with the Maryland type tobaccos added later. Other cigarettes were offering coupons, pictures and other inducements to help carry the sales. Reynolds broke away from this practice and boldly announced on the back of the pack: "Don't look for premiums or coupons, as the cost of the tobaccos blended in Camel Cigarettes prohibits the use of them". On the front of the pack the picture selected was that of a tall Arabian Camel. The oriental theme was carried out with a background of pyramids and palm trees on the front and with moslem structures and palms on the back.

Never before had any tobacco manufacturer inaugurated such an advertising campaign as was planned and carried out for Camels. In advance of the day Camels were to go on the market in a particular city, newspaper teaser display advertisements announced simply "The Camels Are Coming". On the day before Camels hit the market, the advertisement announced "Tomorrow there'll be more Camels in this town than in all Asia and Africa combined". At that time practically all cigarettes were made for local or area consumption as were smoking and chewing tobaccos.

The Reynolds Company decided to make Camels nation-wide and during the first year spent several hundred thousand dollars in advertising. Camels were an immediate success. In a very short time they sky-rocketed to first place in the nation's sales and today Camels lead any other brand by billions. World War I gave Camels the opportunity to seek world-wide markets. The dough-boys popularized them throughout Europe.

CAVALIERS HIT THE MARKET

R. J. Reynolds, the late Josephus Daniels wrote later, had "a tremendous interest in getting rich". Prince Albert and Camels put him well on the way to realizing that ambition. In 1913 Camels constituted less than 1% of the total business of the company. In 1918, at the time of his death, Camels accounted for more than 50% of the company's business and in 1921, more than 65%. In 1910, after the modest beginning, the Reynolds firm did a business of $12,000,000 a year; for 1919 this business

reached $188,000,000 and in 1923 it was $233,000,000 a year. Instead of the dozen employees, mainly seasonal, in the first Reynolds plant in 1875, the company now has approximately 12,000 regular, full-time employees and about 4,500 additional seasonal workers.

In 1949 the Reynolds Company brought out another cigarette. Cavaliers were produced and marketed in selected areas for a period without any information on the package as to their origin. They are the long, king-size cigarettes advertised as made of extremely mild tobaccos of the original colonial type. Cavaliers caught on and are proving a popular type of cigarette.

Now Reyno and Red Kamel cigarettes, manufactured in the earlier days, have disappeared. Only Camels and Cavaliers are produced. Several early brands of smoking tobaccos have also disappeared, the chief brands now being Prince Albert, George Washington, Our Advertiser, Stud and Top. As against 73 brands of chewing tobacco manufactured in 1906 the principal Reynolds brands now are Brown's Mule, Days Work, Apple Sun Cured, Reynolds' Natural Leaf, Reynolds' Sun Cured, Cup, Schnapps, Honey Cut, Strater's Natural Leaf Twist, Winesap, Micky Twist, Cash Value and Top.

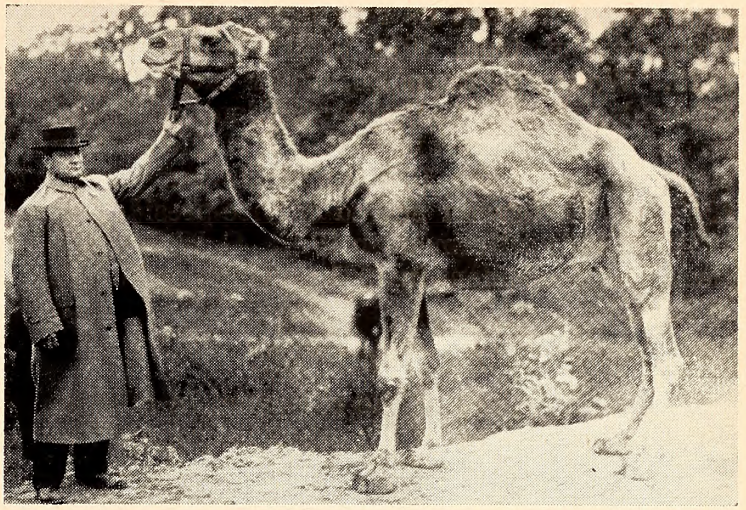
HEADED FIRM FOR 43 YEARS

Mr. Reynolds directed the destinies of his company for 43 years until his death at 68 years of age July 29, 1918. Following his death his brother, William N. Reynolds, was elected president and served until 1924 when he became chairman of the board of directors. In 1931 he was elected chairman of the executive committee and retired in 1942. He had served as second vice-president and later as first vice-president from 1899 until he was elected president in 1918. At a ripe old age, he enjoys his standard bred race horses and farming.

Bowman Gray, who had been with the company for many years and had been vice-president since 1912, was elected president in 1924 to succeed William N. Reynolds. He was elected chairman of the board in 1931 continuing in that office until his death in 1935. S. Clay Williams, in the Legal Department, who had served as vice-president since 1924, was elected president in 1931, continuing as such until 1934 when he was elected vice-chairman of the board, becoming chairman of the board the next year. He became chairman of the executive committee in 1943, serving as such until 1946 and as chairman of the board until his death in 1949.

GRAY AND WHITAKER CHIEFS

James A. Gray, who had been elected a vice-president in 1919 and placed in charge of the finances of the company, was elected president in 1934. In 1946 he was elected chairman of the executive committee and in 1949 as chairman of the board of directors and continues to serve in both of these capacities. J. W. Glenn, who had been elected a vice-president in 1937, was elected president in 1946 serving as such until his retirement in 1948.



Original picture of Old Joe, Barnum & Bailey Circus camel from which the picture on the pack was derived.

John C. Whitaker, who had handled the Manufacturing and Personnel Departments for many years and had been vice-president since 1937, was elected president to succeed Mr. Glenn in 1948 and continues to hold that position.

Vice-presidents of the Reynolds Company who did not become presidents include Benjamin N. Duke, elected first vice-president in 1899 when the Reynolds Company became a part of the American Tobacco Co. and served until his resignation in 1905. R. S. Reynolds, a nephew of R. J. Reynolds, was elected second vice-president in 1911 resigning the next year. Percy C. Masten was vice-president from

HOW THE CAMEL GOT ON THE PACK

R. J. Reynolds wanted a camel picture for use on the package of his new cigarette.

When the Barnum & Bailey Circus came to Winston-Salem in the early autumn of 1913 Roy C. Haberkern, then stenographer for R. J., Walter, and W. N. Reynolds, and now a vice-president of R. J. Reynolds Tobacco Co., went to the circus to study camels. He contacted John Patterson, head of the circus animals, and asked permisison to photograph some of the camels. Mr. Patterson told him in "mule skinner" language that no hick-town tobacco firm could photograph his camels. Finally, however, he agreed, if Mr. Haberkern would present a letter from the company to the effect that the name Barnum & Bailey would not appear in the advertising.

The Reynolds firm was observing a holiday for the circus and Mr. Haberkern knew the office was closed, but he hurried back, forced open a window, typed the required letter and boldly signed the name of R. J. Reynolds to it. On the way back he picked up J. A. Farrell, a photographer (whose son, Charles Farrell, is now a photographer in Greensboro). Trainer Patterson led out his camels and Photographer Farrell took two exposures, one of a two-humped bactrian—extremely ugly—and the other an Arabian camel with one hump.

This camel was known as Old Joe and Mr. Patterson said he was the finest ever brought to the United States. The picture was taken in the rain with a trainer wearing a raincoat holding the camel's leash. This trainer and the background of the picture were eliminated in the reproduction prepared by a Richmond lithographer for use on the Camel Cigarette package. Palm trees and pyramids were placed in the background.

And Old Joe is the camel on the front of the pack handled by so many millions of people daily.

1912 to 1914, when he resigned. C. A. Kent was vice-president from 1914 until his resignation in 1919. Walter R. Reynolds, also a brother of R. J. Reynolds, was elected vice-president in 1918 and served until his death in 1921. T. H. Kirk served as vice-president from 1923 until his resignation in 1937. R. E. Lasater served as vice-president from 1931 until his retirement in 1947. C. W. Harris was elected vice-president in 1931 serving until his death in 1937.

DIRECTORS ALL EMPLOYEES

Present directors of the company, in addition to Mr. Gray, chairman of the executive committee and of the board of directors, and John C. Whitaker, president, are five vice-presidents: R. C. Haberkern, P. Frank Hanes and E. A. Darr, all elected in 1946; H. N. Hardy and Bowman Gray, elected in 1949; A. H. Galloway, who succeeded the late F. S. Hill, treasurer; W.J. Conrad, secretary; W. T. Smither, manager, advertising department; R. G. Vallandingham, superintendent of leaf buying; H. H. Ramm, solicitor and assistant to chairman of the board; H. S. Kirk, superintendent of manufacturing; S. M. Scott, comptroller; S. B. Hanes, Jr., superintendent of leaf processing.

These officers constitute the board of directors. An interesting note is that from the beginning practically every officer and member of the board of directors has been an employee of the company and only on rare occasions has the company had a director who was not on its payroll. In only three instances has this been broken. One was when B. N. Duke served as vice-president for a few years around the turn of the century, another when R. J. Reynolds, Jr., served as director for a few years several years ago, and when there was for a period a statutory requirement that one director be a resident of the State of New Jersey.

U. S. TAXES MILLION A DAY

Many years ago in attempting to show the extent of the taxes paid to the Federal Government by the R. J. Reynolds Tobacco Co., it was related that the amount was sufficient in one week to erect the Federal Building in Winston-Salem. That week kept moving down until it is considerably less than one working day. In fact the Federal Government's take in stamps in one day now is more than was received for the entire tobacco industry in the United States in 1875 when the company was founded. Expressed in other terms, every day of the five-day work week this firm pays the Federal Government well over a million dollars for stamps used on its products. Specifically, the company's total of taxes, of all types, in 1950 was over $398,000,000—a valuable contribution to all forms of government. Extent of operations is shown in two other ways. The company's shipments in and out of Winston-Salem require more than a mile of freight cars and highway express trucks on an average for every working day. The conveyor systems in the Reynolds plant include chains, belts, chutes and the like, and are more than 30 miles in length.

Mr. Reynolds in the earlier days of operation is accused somewhat facetiously of bludgeoning his associates and employees into buying stock in his company. It is a fact that he encouraged those working with and for him to save a part of their earnings and put it in stock of the R. J. Reynolds Tobacco Co.

Of the approximately 12,000 of the regular employees of the Reynolds Company more than 4000 have service records of 20 years or longer and more than one-half, over 6000, have service records of 10 or more years. All regular employees of the company have benefits of a group life, health and accident insurance plan, an employee's retirement plan, a hospital and surgical service plan, a jury service plan, a vacation plan and paid holidays. In Winston-Salem where the bulk of the employees are centered, the company maintains for them a modern medical department, cafeterias, parking lots, the confidential assistance of a legal counselor and a pastor-counselor. A small private chapel has been completed on the mezzanine floor of the Company's office building, for use by the pastor-counselor in his work with employees who ask for his services. It is also available during the working day to individuals seeking a haven for private meditation and prayer.

VISITORS ARE WELCOMED

The Reynolds Company has for more than 30 years made guided tours in its plants available to the public. During the year 1950 more than 21,700 visitors from all 48 states and 42 foreign countries went on one of these tours. Since 1931 a quarter-million visitors have come to see how its products are made. The tours are conducted by experienced employees every working day, any time from 8 to 11 in the morning, and from 1:30 to 3 in the afternoon. This welcoming of visitors has not been the case with all tobacco manufacturers.

From the one building in 1875 the Reynolds Company has enlarged practically every year. By 1900 the plant consisted of seven buildings. In years past the Reynolds Company has operated a few factories in other states such as one in Richmond, Va., one in Louisville, Ky., and one in Jersey City, N. J., but even then the bulk of the manufacturing was done in Winston-Salem. However, some 20 years ago the company centered its manufacturing entirely in Winston-Salem. It now has more than 200 buildings—all the manufacturing plants and a number of buildings for preliminary leaf processing (including two leaf handling and redrying plants), and many leaf storage warehouses—are at Winston-Salem. A leaf handling and redrying plant is located in Greensboro; near Kernersville are additional leaf storage warehouses; a leaf handling plant is in each of the following cities: Durham, Fairmont, Greenville, Henderson, Kinston, Oxford, Rocky Mount and Wilson. In 11 Kentucky cities and towns the company has other leaf handling plants and also

has leaf storage warehouses in or near Lexington, Louisville and Maysville. Two leaf handling plants are operated in South Carolina, one in Tennessee, and in Virginia are one leaf handling plant (at South Boston), and a redrying plant and a group of leaf storage warehouses (at Danville).

SALES 1950 EXCEED $750,000,000

Annual sales of the Reynolds Company last year were in excess of $750,000,000. From a capital of about $7400 at the beginning, 75 years ago, the assets now are in excess of $500,000,000. In a division chart it is shown that in 1950 the company paid $645,638,977, or 84.87% of its total income for leaf tobacco, wages, revenue stamps, supplies, freight and other manufacturing costs. Portion retained for requirements of the business amounted to $17,609,-254, or 2.31% of the total income. Selling, advertising, administrative, interest and other expenses accounted for $37,117,017, or 4.88% of the total. Dividends to stockholders amounted to $22,648,748, or 2.98% of the income, while taxes on income amounted to $37,720,890, or 4.96% of the income.

A recent encouraging note was sounded in the annual meeting of the stockholders of the R. J. Reynolds Tobacco Co., held April 5, 1951. The report of Chairman of the Board James A. Gray showed that the dollar sales of the company, the unit sales of cigarettes and net earnings showed a splendid increase in the first three months of this year as compared with the corresponding period last year.

TRIBUTE BY C. OF C. OF U. S.

The Chamber of Commerce of the United States at its 38th Annual Meeting in Washington, D. C., on May 1, 1950, with programs at the Statler Hotel and the Mayflower Hotel honored and saluted the R. J. Reynolds Tobacco Co. in its celebration of its 75th year of business. Laurence F. Lee, vice-president of the Chamber and president of the Occidental Life Insurance Co., Raleigh, presided over the division held at the Mayflower Hotel. Such recognition is given each year by this organization to a unit of American business, chosen as a symbol of achievement. The special tribute included reference to the longevity, growth and service of the R. J. Reynolds Tobacco Co., but added:

"We are honoring this firm for the fine way in which it has always recognized, accepted and fulfilled its responsibilities to its community down through three quarters of a century."

The Tribute includes a resolution adopted by the Board of Directors of the Winston-Salem Chamber of Commerce in which recognition was given to the vital role played by the company in the growth and development of Winston-Salem. Bowman Gray, a vice-president of the Reynolds Company and son of a former Chairman of the Board and nephew of the present Chairman, acknowledged the tribute.

ECUSTA PAPER CORP. PRODUCES 95% OF U. S. CIGARETTE PAPERS

Establishment of the Ecusta Paper Co. at Pisgah Forest, near Brevard, proved to be one of the most important steps taken in many years as an adjunct to the vital cigarette industry in the United States as well as provided a large new industry in North Carolina. The industry started producing paper in 1939, about two years before the United States became involved in World War II, and practically saved the cigarette industry in this and other states. It was organized by Harry H. Straus who had represented firms in France in handling cigarette paper for manufacturers in the United States. Mr. Straus realized the calamity to manufacturers in this country if war eliminated the transportation of paper across the Atlantic.

Cigarette manufacturers in the United States also realized what could happen—they too remembered the situation during World War I when satisfactory cigarette paper was not available and inferior substitutes had to be used. They were ready for Mr. Straus' suggestion of a huge plant in this country. After huge sums of money had been spent in research and tests, it was found that the flax straw fiber, a waste substance grown in quantities in Minnesota, California and other states, produced a splendid cigarette paper. Now Ecusta produces fully 95% of the cigarette paper used in this country in the production of around 500 billion cigarettes yearly, as well as paper for roll-your-own cigarettes.

Recently plans have been made for a $20,000,000 addition to the Ecusta plant in which cellophane will be manufactured under the du Pont patent.

In addition to the 1400 workers employed in making cigarette paper, about 500 workers will be engaged in the manufacture of cellophane, much of which will go into the cigarette manufacturing industry as wrappers for cigarette packages.

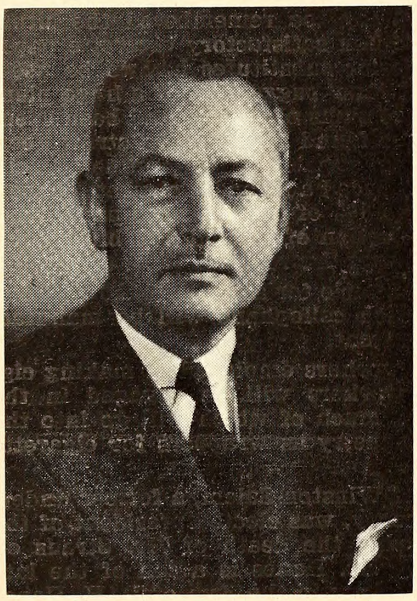
John W. Hanes, native of Winston-Salem, a former undersecretary of the U. S. Treasury, was elected president of the Ecusta Paper Corp. following the death of Mr. Straus on February 27 of this year. Mr. Hanes is a son of the late J. W. Hanes, who was a partner in the firm of P. H. Hanes & Co., the largest tobacco manufacturing firm in Winston prior to and around the turn of the century, and a younger brother of Robert M. Hanes, president of the Wachovia Bank & Trust Co., Winston-Salem.

TOBACCO CAUSED REBELLION

Tobacco grown in Virginia and North Carolina was the cause of at least two rebellions and was an important factor leading up to the Revolutionary War and American independence from Great Britain. England restricted or prohibited shipments to other countries and levied heavy taxes on the bulk of the crops which she manufactured. Low prices paid in the 1870s brought on Bacon's Rebellion in Virginia. In 1879 the Virginia Assembly prohibited shipment of tobacco into Virginia from Rogue's Harbor (Albemarle section) which led to the Culpepper Rebellion. Aristocratic Virginia planters looked down their noses at North Carolina grown tobaccos. Yet under English monopoly they were constantly and increasingly going into debts to English firms for fine clothing and expensive items. As these debts mounted, dissatisfaction of the colonists increased and this situation contributed much toward events leading to the Revolutionary War. Many Virginia planters fought in that war to relieve them of the debts they owed British firms.

American Has Large Tobacco Plants in Two N. C. Cities

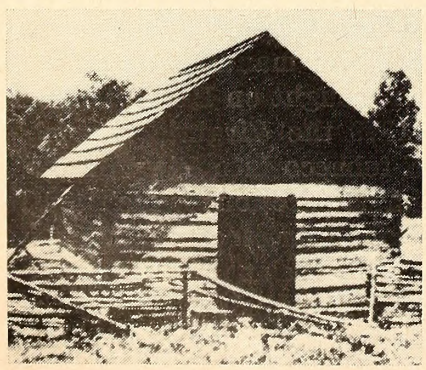
The American Tobacco Co., Executive offices at 111 Fifth Avenue, New York City, and with two of its principal manufacturing units at Durham and Reidsville, N. C., established a sales volume of more than $871,000,000 for the year 1950, second largest ever recorded in the tobacco industry, being exceeded only by American Tobacco Co. sales of $873,000,000 in 1948. This record was achieved in a highly competitive industry, based on sales of Lucky Strikes, manufactured in both of its North Carolina plants, and several hundred other brands of tobacco products manufactured here and in other plants operated by the company outside the State.



Paul M. Hahn, president of the American Tobacco Co.

This is a far cry from this firm's beginning in the middle 1860's when Washington Duke began the hand production of "Pro Bono Publico" smoking tobacco on a farm in Durham County and then erected a log building, 20 by 30 feet, in which to produce that brand. He was assisted by his two sons, Benjamin Newton Duke and James Buchanan Duke, the latter of whom went on to form the American Tobacco Co., which became one of the nation's greatest industrial enterprises.

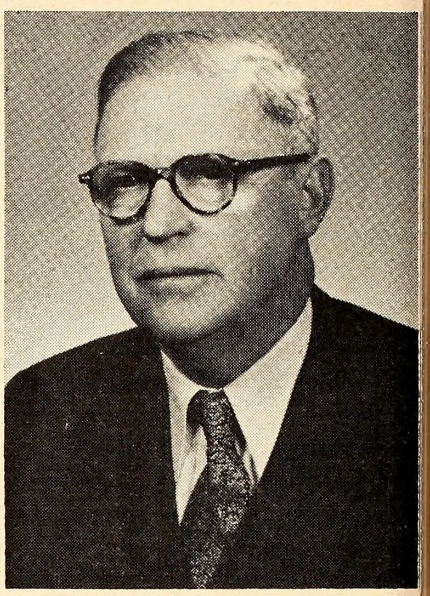
Early operations of the American's predecessor, W. Duke Sons & Co., of Durham, are recounted in an article in this issue on the early days of tobacco manufacturing in Durham. Operations of the former American Tobacco Co. during its first 21 years, following its organization on January 31, 1890, by James B. Duke and other manufacturers, are related in still another article in this issue. This article deals with the American Tobacco Co. during the past 40 years, during which it has continued as the leader in the tobacco manufacturing industry in this nation. This article, too, is primarily devoted to this firm's operations in North Carolina.



This log cabin, a few miles north of Durham, was the first tobacco factory operated by Washington Duke and, eventually, developed into the American Tobacco Co., largest tobacco organization in the nation. Original picture in Duke University Library.

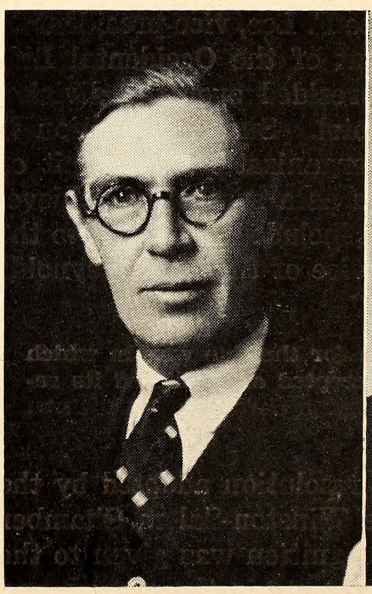
DUKE GREAT TOBACCO GENIUS

James B. Duke, native of Durham County, who gained the description as the greatest tobacco organizer, manufacturer and salesman the world has produced, continued as president of the former American Tobacco Co. and its successor of the same name through its merger with the Consolidated Tobacco Co. and the Continental Tobacco Co. on October 19, 1904, and through its dissolution in 1911. He resigned February 14, 1912, leaving direction of the company to the efficient group of associates he had selected and trained. Mr. Duke soon turned his genius to developing electric power, resulting in the formation of the Duke Power Co., operating in North and South Carolina. His formation of the Duke Endowment, devoted to educational, religious and health promotion in these two states, is related elsewhere in this issue.

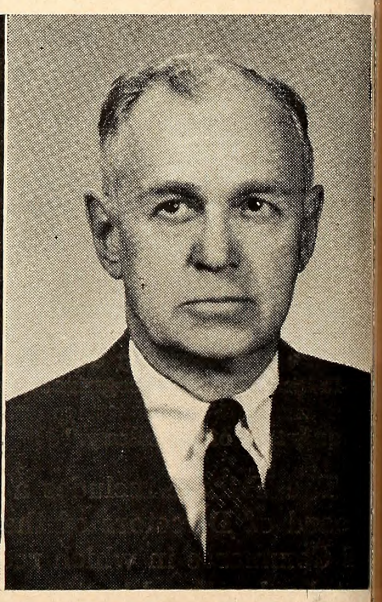


J. F. Strickland, recently elected president of the American Suppliers, Inc. His headquarters has been Durham for 22 years.

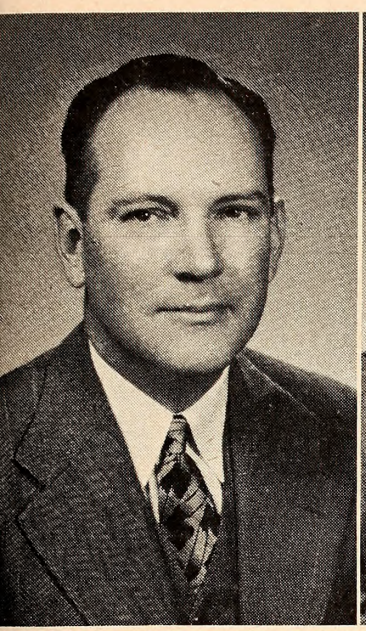
Following Mr. Duke's resignation, Percival Smith Hill, a former vice-president, was elected president



Preston L. Fowler, vice-president and chief of manufacture of the American Tobacco Co. His official residence is Durham.



W. H. Ogsbury, director and assistant chief of manufacture, American Tobacco Co., in charge of Durham, Reidsville, Richmond, Louisville plants. Resident of Durham.



V. D. Hager, manager of Durham plant of the American Tobacco Co.



J. W. Williams, manager of Durham Division, American Suppliers, Inc.



D. J. Anderson, manager of the Reidsville plant of the American Tobacco Co.



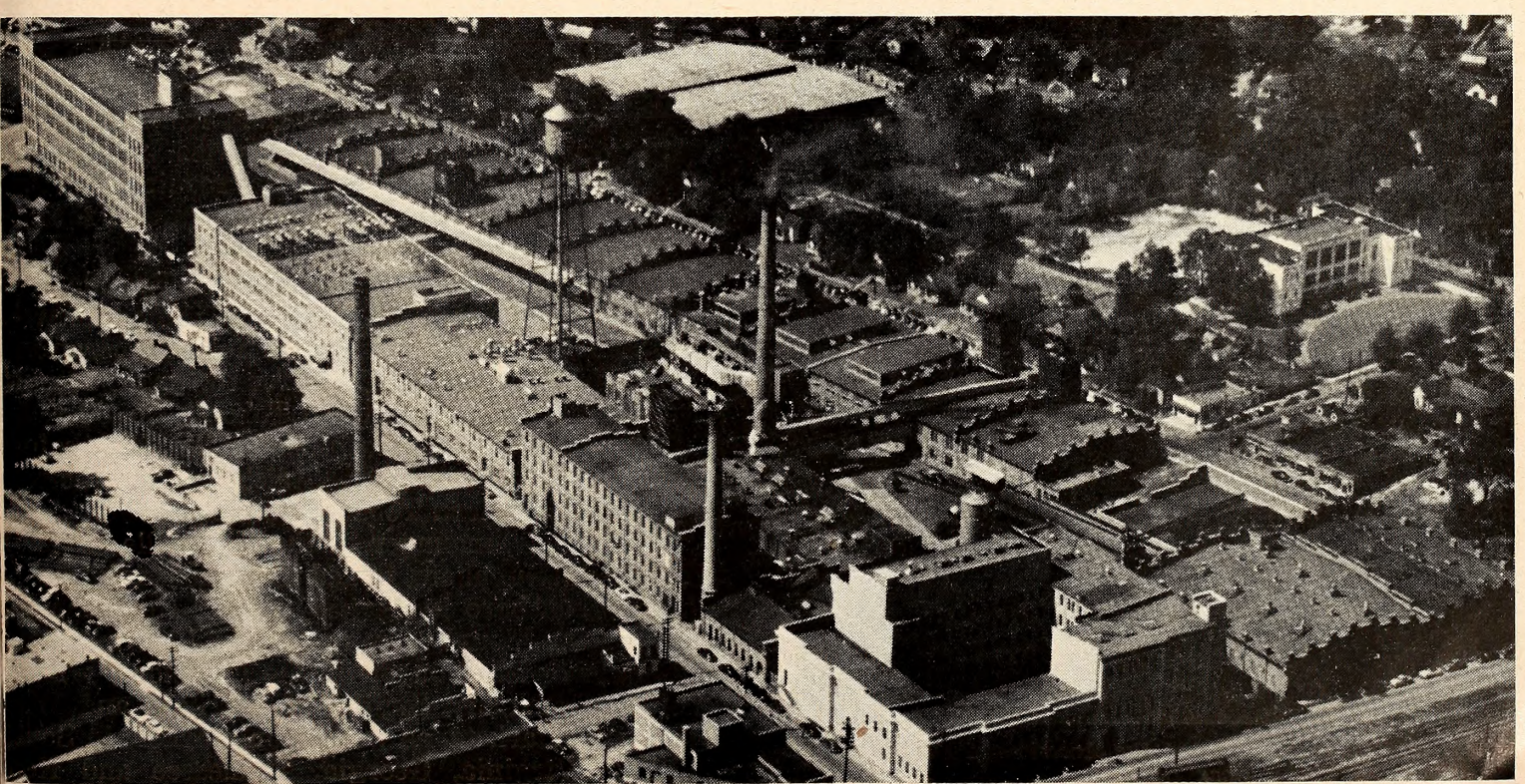
R. W. Sands, manager of the Reidsville Division of the American Suppliers, Inc.

of the American Tobacco Co. Mr. Hill, native of Philadelphia, became associated with the American Tobacco Co., as a young man and gained his tobacco experience in two North Carolina plants. He was with the Bull Durham plant in Durham for a few years and also an official of the Wells-Whitehead Tobacco Co. in Wilson for a period. He served as president of American until his death late in 1925, after which his son, George W. Hill, a former vice-president, was elected to succeed him and served until his death, Sept. 13, 1946. Vincent Riggio succeeded Mr. Hill, serving until April 7, 1950.

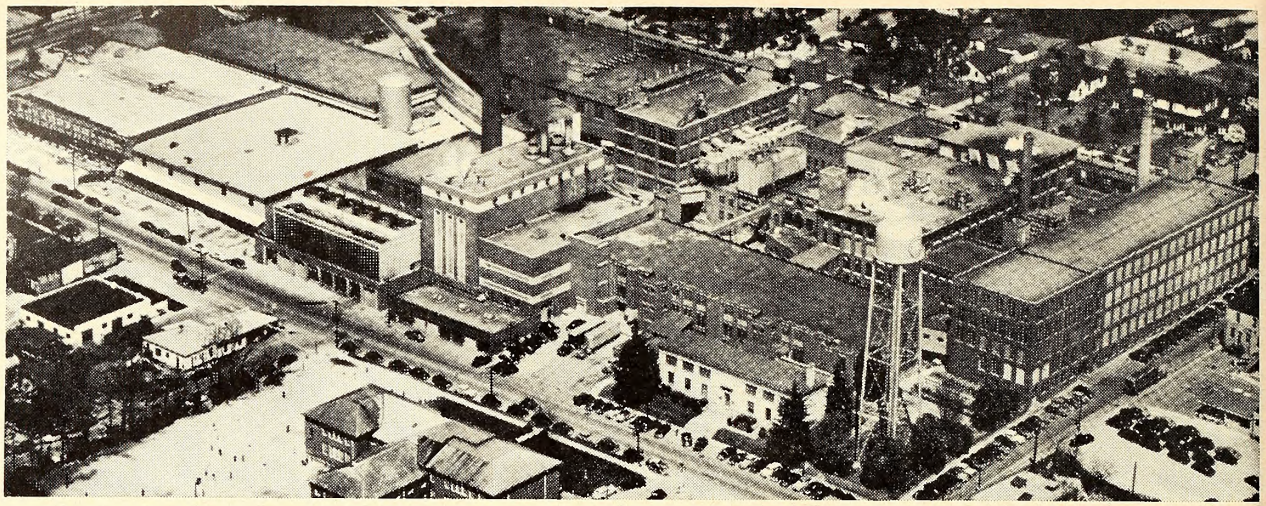
HAHN PRESENT PRESIDENT

Paul M. Hahn, who became president of the American Tobacco Co. last year, is 55 years of age, a native New Yorker, graduate of the College of the City of New York and law graduate of the Columbia University Law School in 1917. He practiced law in New York City until 1931, when he joined the American as a director and assistant to President Hill. Mr. Hahn, particularly active in developing the sales of Lucky Strike cigarettes, was elected vice-president of the American Tobacco Co. in 1932 and, in addition, in 1940, was elected president of

Aerial view of American Tobacco Co. buildings in Durham. White building, center front, contains Durham offices and wrapping material storage. Toward left are Lucky Strike plant, a stemmery, the redrying plant and at upper left the Bull Durham factory. Back of these buildings are another stemmery and the Pall Mall group of factories.



the American's principal subsidiary, the American Cigarette & Cigar Co. This firm produces Pall Mall cigarettes and in 11 years of Mr. Hahn's presidency this cigarette increased its volume 12 - fold, now holding fifth place among the popular brands.



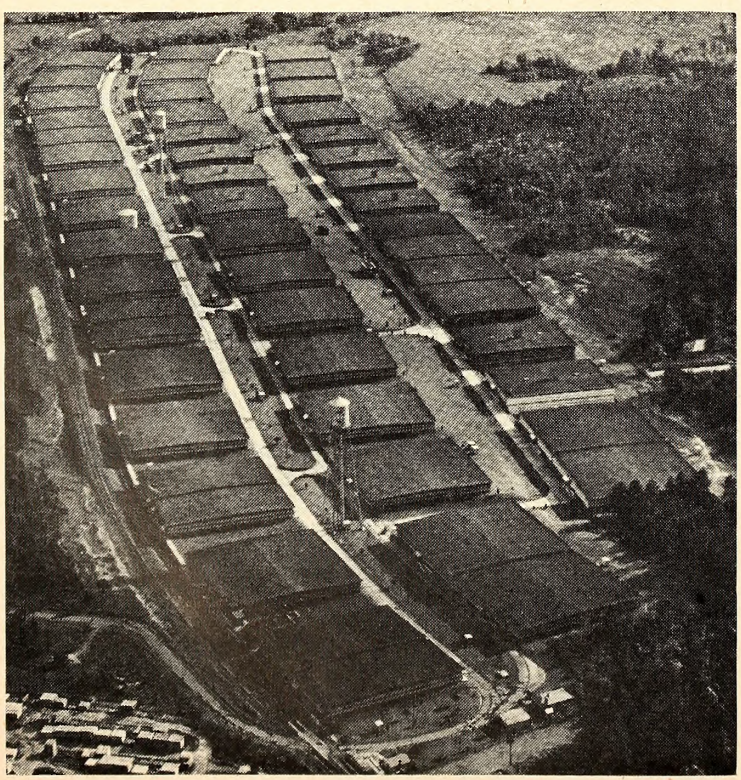
Lucky Strike plant of the American Tobacco Co. in Reidsville. White building, center front, is the Reidsville office. Toward left are stemmery, redrying plant, power plant, garages, leaf storage and leaf and wrapping material storage. Back of the office is another cigarette factory.

The American has five vice-presidents, including Preston L.Fowler, Richard J. Boylan, James R. Coon, John A. Crowe and Edmund A. Harvey.

Mr. Fowler, still officially a resident of Durham, is chief of manufacture, as well as vice-president. He has been in the tobacco industry more than 40 years, joining the present American Tobacco Co. in 1930. In 1931 Mr. Fowler was made manager of the Durham Branch, continuing as such for ten years, until he went to New York as chief of manufacture. He became a director in 1941 and was elected as a vice-president in 1945.

OGSBURY MANUFACTURING CHIEF

W. H. Ogsbury, assistant chief of manufacture, joined the company in 1923 and has resided in Durham since 1930, serving first as plant manager until 1932, when he was appointed as an assistant to the vice-president in charge of manufacture. Mr. Ogsbury supervises manufacturing operations in the Durham, Reidsville, Louisville, Ky., and Richmond, Va., branches and has been a director of the company since 1930.



Leaf storage warehouses of the American Tobacco Co. near Durham.

V. D. Hager, manager of American's Durham branch, has been with the company for 21 years, his first job having been with the American Cigarette & Cigar Co. in Louisville, Ky. He went to Richmond, Va., in 1931 and was connected with the research laboratory and with cigarette manufacture. Since moving to Durham in 1933, Mr. Hager has been engaged in the manufacture of cigarettes and smoking tobacco. He was appointed branch manager in 1941.

D. J. Anderson, manager of American's Reidsville Branch, has been with the company since 1909, serving for several years in the Durham Branch. He has been in the Reidsville Branch since December, 1931.

STRICKLAND HEADS SUPPLIERS

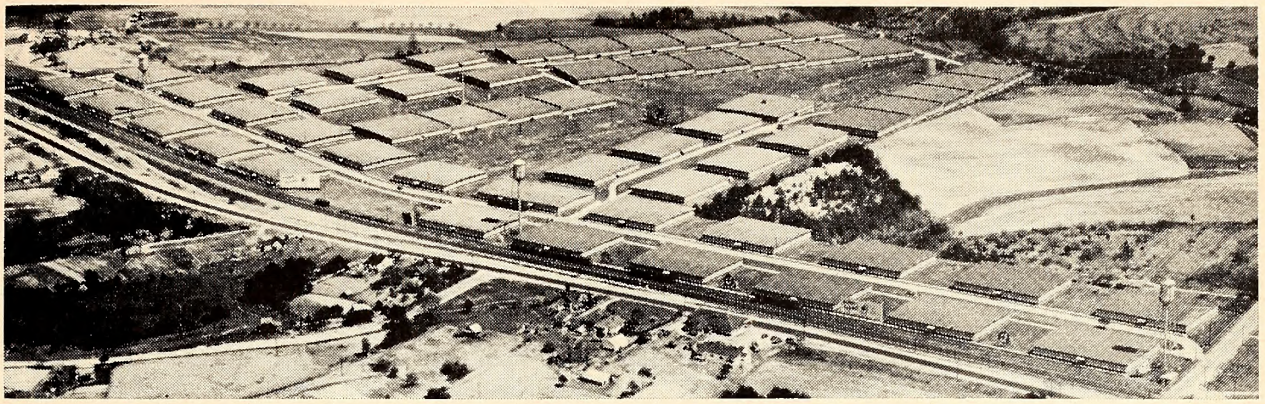
American Suppliers, Inc., is the subsidiary which buys, processes, stores and otherwise handles the leaf tobacco and other supplies required by the American Tobacco Co. in its manufacture of tobacco products.

J. F. Strickland, who was elected President of American Suppliers on May 29, 1951 has been in charge of the company's eastern leaf operations with headquarters in Durham, for the past 22 years. He started with the American Tobacco Co. 30 years ago, spending eight years in Louisville, Ky., before locating in Durham. Mr. Strickland has been a director of American Tobacco Co. since 1946.

R. W. Sands, manager of the Reidsville Division of American Suppliers, joined the American Tobacco Co. at Greensboro in August, 1913. He became a buyer on the Mount Airy market in 1916 and later was buyer or head buyer on the Fairmont, Wilson, Kinston, Richlands, Smithfield, Durham and Winston-Salem markets, as well as on markets in South Carolina, Virginia, Georgia, Tennessee and Ken

tucky. He has headed the Reidsville Division since May, 1932.

J. W. Williams, manager of the Durham Division of American Suppliers, joined the American Tobacco Co. in 1922 and was associated with the Reidsville Stemmery in 1924-25. After about a year in Richmond, Va., he returned to Reidsville. He has been located in Durham since 1928 and became manager of the Durham Division in 1939.



Leaf storage warehouses of the American Tobacco Co. near Reidsville.

DURHAM—REIDSVILLE PLANTS

The Durham plant of the American is located on a plot of about 14 acres in the heart of Durham's industrial area, an enlargement of the site of a former Bull Durham plant, and near the railroad lines. On its storage area of about 116 acres, some three miles from the plant, are located some 48 warehouses for storage of leaf tobacco.

The Reidsville plant, in which Lucky Strike cigarettes are the exclusive product, is on a plot of about 7½ acres, an enlargement of the former F. R. Penn Tobacco Co. plant. The storage area, about two miles away, contains 107 acres on which 56 leaf storage warehouses are located.

Lucky Strike cigarettes, the firm's most popular brand, are manufactured in Durham, as well as in Reidsville, and also in the Louisville, Ky., and Richmond, Va., plants. Other popular cigarettes manufactured in the Durham plant include Pall Mall, Herbert Tareyton, Johnnie Walker, Sweet Caporal, Lord Salisbury, Melachrino, Sovereign and One Eleven (111—for the New York headquarters address—111 Fifth Avenue).

Bull Durham smoking tobacco, of course, had its beginning as such in Durham soon after the end of the Civil War. John Ruffin Green, whose plant had been raided by Federal soldiers stationed nearby in the winter and spring of 1865 and who recovered from apparent ruin when those same soldiers began ordering "That good Durham tobacco" in letters to the mayor, the postmaster, the station agent and others, was making the bright yellow leaf into smoking tobacco. John Y. Whitted, a friend, is said to have pointed to a jar of Coleman's Mustard, made in Durham, England, and bearing the picture of a bull, suggesting that Green have a picture made of a bull with Green sitting on his back and use that as a brand for his smoking tobacco.

KORNER SPREADS THE BULL

The suggestion was followed, minus Green on the bull's back. That bull was painted on sheet iron by James E. Berry, a refugee painter and buggy maker from New Bern. The bull was facing east. General Julian S. Carr, Durham industrialist and partner in the Bull Durham firm, had another bull painted, looking west. It was this bull that J. Gilmer Korner, of Kernersville, N. C., under the pseudonym of "Reuben Rink", with crews of assistants pasted big and little sheets on thousands of barns, fences, trees and other points of vantage throughout the United States and foreign countries, and even plastered it on the Pyramids of Egypt.

Bull Durham, which topped all smoking tobaccos manufactured and was copied by other producers for many years, is manufactured today in Durham and near the site where it had its beginning. And it was Bull Durham that did most to make "Durham Renowned the World Around". Other smoking tobaccos manufactured in Durham by the American are Drum, Victory and Maryland Club, all popular brands. Other principal and popular brands of smoking tobacco manufactured by the American in its plants in other states include Half and Half, Tuxedo, Cutty Pipe, Five Bros., Peerless, Ivanhoe, Liberty and Honest Long Cut, and such high grade smoking tobaccos as Blue Boar, Old English Curve Cut, Pinkussohn's Pot pourri, Herbert Tareyton and Serene. Popular chewing brands include Cotton Boll, Penn's Natural Leaf, Ivy, Piper Heidsieck, Yellow Tag and Spearhead. Many of these brands have been popular for several generations.

MAKES LEADING CIGAR BRAND

The cigar business of the American has been equally successful and the company produces many of the nation's leading cigar brands. La Corona continues as a standard of excellence in Havana cigars. Almost an equal reputation is enjoyed by the Antonio y Cleopatra brand. In the popular priced field El Roi Tan is one of the leaders in the industry in volume of sales.

In addition to the plants in Durham and Reidsville, the American Tobacco Co. operates plants located in Richmond, Va., Charleston, S. C., Nashville, Tenn., Louisville, Ky., Trenton, N. J., and in Philadelphia, Scranton, Wilkes-Barre and Ashley in Pennsylvania. In these ten plants the company manufactures several hundred brands of cigarettes, smoking tobacco, plug and twist chewing tobacco, cigars and other types of tobacco products.

OPERATING PROFITS $86,617,000

Indicative of the continuing success of the American Tobacco Co. are the figures shown in its Annual Report for the year 1950. Total company receipts in 1950 amounted to $872,663,000. Operating profit during the year amounted to $86,617,000. Income before taxes in 1950 amounted to $76,724,000 and net income, after State and Federal income taxes and Federal excess profit taxes had been paid and other adjustments made, amounted to $41,732,716. Net income for the year thus reached $7.17 per share of common stock, a slight reduction from the rate in 1949, due to increased income and excess profits taxes. Dividends distributed among the 64,565 common stockholders at $4.00 and the 8,588 preferred stockholders at $6.00 per share amounted to $24,676,000 in 1950. Federal and State income taxes paid by the American amounted to $6.96 per common share.

The American Tobacco Co. increased its authorized common capital stock at its 1951 annual meeting from 6,000,000 to 10,000,000 shares. Only 5,472,138 shares of common stock had been issued by the end of last year. The authorized preferred capital stock is 540,106 shares, of which 526,997 had been issued up to December 31, 1950.

A breakdown of the receipts and expenditures of the American Tobacco Co. for last year reveals interesting information. Company receipts in 1950 of $872,663,000 included $871,621,000 in goods sold and $1,042,000 from dividends, interest and other sources. This total was used or was set aside for the following purposes: revenue stamps and taxes, $453,453,000; tobacco, with applicable expenses, $238,529,000; wages, goods, services, etc., $127,249,000; depreciation, $2,902,000; bond and bank interest, $8,797,000; dividends to stockholders, $24,676,000; addition to surplus for future needs, $17,057,000.

EMPLOYEE BENEFIT PLANS

The American Tobacco Co. operates a retirement plan for all of its employees by which they receive compensation after retirement on the basis of length of service and salary rates. This supplements the amount received from the Federal Old Age and Survivor's Insurance Plan.

In addition, provision is made for retirement in the event of disability. Each employee receives two weeks vacation and six paid holidays annually. The company provides and pays for a Group Life Insurance Policy for each employee, maintains doctors and extensive medical facilities at its plants and has in effect a plan which provides benefits in case of sickness.

The American Tobacco Co. is one of the country's largest national advertisers, promoting the sale of its products through newspapers and magazines, billboards, on radio and television shows and in many other forms. Particularly does the company push the sale of Lucky Strike cigarettes, introduced to the public in 1916 and one of the increasingly popular brands in the nation. Advertising campaigns have included such well-known phrases for Lucky Strike cigarettes as "It's Toasted", "Reach for a Lucky", "L.S./M.F.T. (Lucky Strike Means Fine Tobacco)", and the present slogan "Be Happy—Go Lucky". By the quality of its products and its promotion the company has continued to supply a large share of popular brands of tobacco products during the 40-odd years of its operations.

Liggett & Myers Has Ultra Modern Durham Tobacco Plant

Liggett & Myers Tobacco Co., with headquarters at 630 Fifth Avenue, New York City, is one of the three or four larger tobacco companies operating in the United States. One of its three principal tobacco plant cities is Durham and among its most popular brands are Chesterfield and Fatima (King size) cigarettes and Velvet and Granger smoking tobaccos which are among the leading brands in the popular priced field.

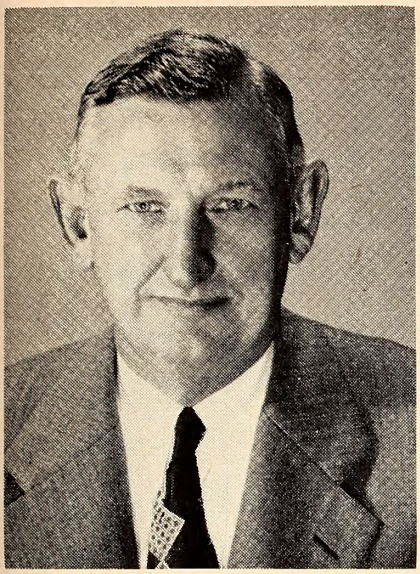
Although not originally a North Carolina firm, Liggett & Myers has a definite North Carolina flavor. During the past forty years of its operation as now organized two of its four presidents have been natives of North Carolina and another educated and developed in this State. In addition, several of its vice-presidents, one chairman of the board and numbers of other high officials were and are natives of North Carolina.

Liggett & Myers Tobacco Co. was organized in St. Louis, Mo., around the Civil War period and during its 40 years became one of the largest chewing tobacco manufacturing firms in the nation.

Christopher Foulks was a tobacco manufacturer in St. Louis. His daughter, Elizabeth Foulks, married George Liggett who had come from Londonderry, Ireland. Their son, John Edward Liggett, entered the plant of his Grandfather Foulks at 18 years of age and later became a junior partner. Later his brother, W. C. L. Liggett, bought into the firm which then became J. E. Liggett & Bro. Later Henry Dausnon bought the brother's share and the firm then became Liggett & Dausnon. Still later George S. Myers bought Dausnon's interest and the firm became Liggett & Myers.

RESISTS, BUT JOINS AMERICAN

By 1884 Liggett & Myers was one of the big three chewing tobacco manufacturers in the nation. During that year it produced 27,000,000 pounds of tobacco, the chief brand of which was Star. During the 15 years that followed it resisted combinations



Benjamin F. Few, recently elected president of Liggett & Myers Tobacco Co. Native of Grier, S. C.; educated and trained in Durham.

of tobacco manufacturers and during the last half of that period the firm was fighting absorption by the American Tobacco Co.

Meanwhile, Thomas Fortune Ryan and his Wall Street associates had organized the Union Tobacco Company of America and absorbed two large firms, one manufacturing smoking tobacco and the other cigarettes. In 1899 Mr. Ryan informed James B. Duke, president of the American Tobacco Co., that he had paid $200,000 for an option to buy Liggett & Myers for $11,000,000. He had thus secured plants to manufacture the three main tobacco products—cigarettes, smoking and chewing—with which to fight the American Tobacco Co. and Mr. Duke. Mr. Duke had tried every way possible to bring Liggett & Myers into the American Tobacco Co. and this information was very distressing to him. Mr. Duke and Mr. Ryan were at dagger points. However, they finally came to terms, under which Liggett & Myers became a part of the American. When the American Tobacco Co. was dissolved in 1911, Liggett & Myers became one of the five independent tobacco manufacturing units.

DULA OF LENOIR PRESIDENT

Caleb C. Dula who, with his brother, R. B. Dula, had been with the Hammond Tobacco Co. in St. Louis, Mo., became the first president of the reorganized Liggett & Myers Tobacco Co. Mr. Dula, a native of Lenoir, N. C., had demonstrated his fine executive ability to Mr. Duke. He had been one of the men to accompany Mr. Duke to London in 1901, as a result of which trip the British-American Tobacco Co. was formed. By 1904 Mr. Dula had become vice-president of the American Tobacco Co., a position he held until its dissolution. He continued as president of Liggett & Myers for about 15 years.

Clinton White Toms, one of the three superintendents of the Durham City Schools to become high officials of Liggett & Myers, was the second president. Mr. Toms joined the Durham plant in 1904 and in 1911, following the dissolution of the American, he became vice-president of Liggett & Myers and was made president succeeding Mr. Dula. He served as president until his death in 1936. James W. Andrews succeeded him as president, serving until this year when he retired on January 31.

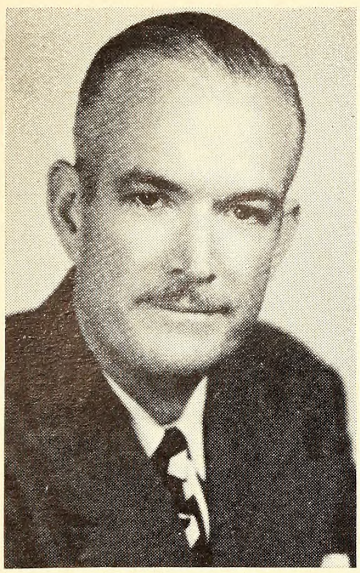
B.F. FEW NEW PRESIDENT

Benjamin F. Few, native of Grier, S. C., was elected president of Liggett & Myers to succeed Mr. Andrews. Mr. Few, a nephew of Dr. William P. Few, for many years president of Duke University (Trinity College), received his AB and MA degrees from that Durham institution. Following his graduation in 1916, he started in the Durham cigarette factory and later represented the company in the Orient. He returned to the New York office, became a director of the company and later vice-president in charge of advertising. He was senior vice-president at the time of his promotion to president.

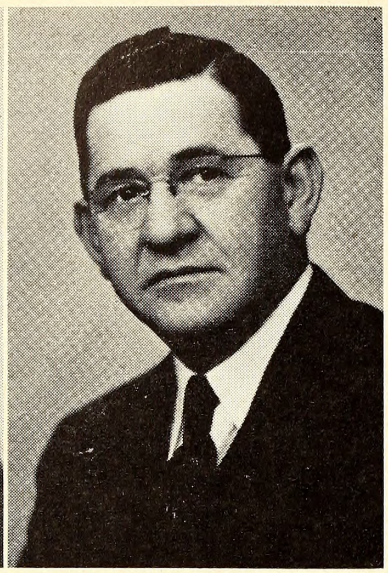
At the same time the directors elected Zach Toms, son of the former president, C. W. Toms, as vice-president of the company. He had been with Liggett

Recently completed plant of Liggett & Myers Tobacco Co. in Durham. Said to be the most modern tobacco factory in the world.





J. Camden Hundley, director and manager of the Durham plant of Liggett & Myers Tobacco Co. Native of Oxford; long a resident of Durham.



James E. Farley, director in charge of leaf buying for Liggett & Myers Tobacco Co. Native of Person County; resident of Durham.

& Myers since 1922, a director since 1945 and secretary since 1947. He continues as secretary. Loy D. Thompson, son of Rev. L. D. Thompson, of the Western North Carolina Methodist Conference, who had been with the company since 1930 and had been head of its purchasing department for several years, was elected as a director.

N. C. OFFICERS AND DIRECTORS

In fact, three of the vice-presidents of Liggett & Myers, one of them also secretary, the treasurer, and seven of the 11 directors, exclusive of President Few, are North Carolinians. W. A. Blount, Washington, N. C., a director and vice-president, in charge of sales, was superintendent of manufacture in the Durham plant for several years and went to New York around 1930 as assistant to William W. Flowers. Hugh E. White, native of Warrenton, who joined the firm in 1911, is a director and vice-president, in charge of finance, and William L. Perry, native of Missouri, but former resident of North Carolina, is director and treasurer. As noted, Zach Toms is vice-president and secretary, and Loy D. Thompson is a director.

J. C. Hundley, also a director, is in charge of the Durham plant. He is a native of Oxford, but long a resident of Durham. He is a younger brother of the late George W. Hundley, for many years president of the Golden Belt Manufacturing Co. of Durham.

J. E. Farley, a director in charge of leaf buying, is a native of Woodsdale, Person County, and joined Liggett & Myers in 1911.

FORMER TAR HEEL OFFICERS

T. Curtis Gary was president of the Gary Tobacco Co., Turkish buying organization of Liggett & Myers until his retirement. He now lives in Spring Lake, N. J. He was succeeded by his brother, Charles B. Gary, who also became a director. He died in 1949. Both were born in Hudson, Caldwell County.

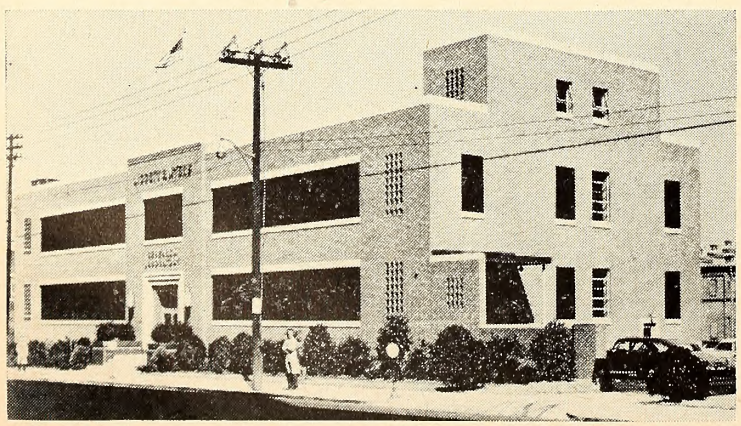
Charles A. Livengood, native of Davie County and graduate of Duke University, went to work for the former American Tobacco Co. in Durham in 1904. He worked up through the ranks and became manager of the Durham plant of Liggett & Myers in 1925, succeeding W. D. Carmichael. He continued as manager for 20 years until he retired in 1945 and continues to live in Durham.

Previously, W. W. Flowers, native of Taylorsville, former Durham school superintendent and older brother of Dr. Robert L. Flowers, recently retired president of Duke University, was manager of the Durham plant for several years. He went to New York as secretary to the executive committee, served as vice-president for the period around 1920-30, and as chairman of the board until his death about 1940.

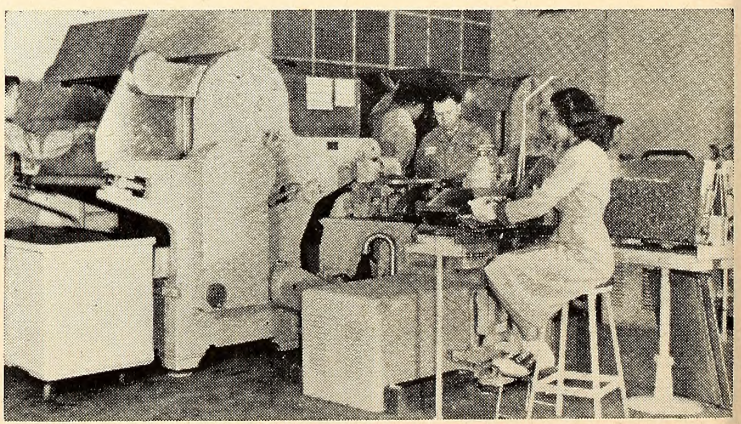
W. D. Carmichael, also a Durham school head, joined the tobacco firm around 1912 as assistant to Mr. Flowers and succeeded him as manager of the Durham plant. Mr. Carmichael also went to New York around 1925 as director and later became vice-president in charge of advertising. He retired around 1944 and is now enjoying life at Chapel Hill. His son, W. D. Carmichael, Jr., is controller of the Consolidated University of North Carolina.

SALES EXCEEDED $305,000,000

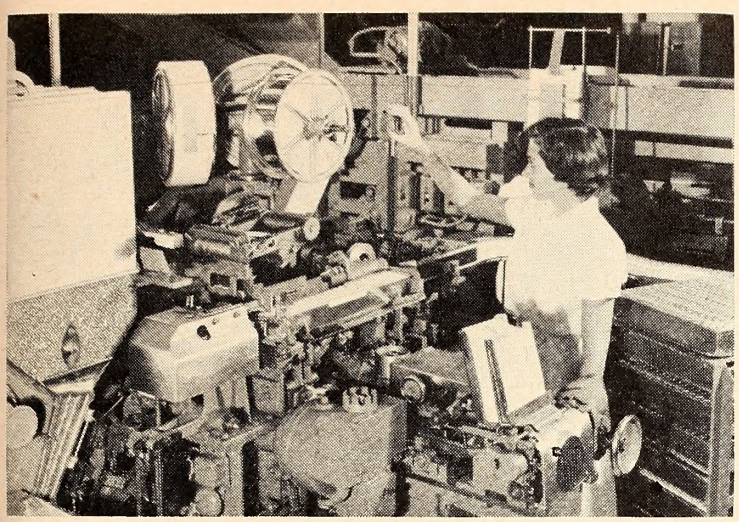
Continuing success of Liggett & Myers is indicated, as shown in the 1951 annual report to the



New and thoroughly modern laboratory building of Liggett & Myers Tobacco Co. in Durham



Cigarette making machine in the Durham plant of Liggett & Myers Tobacco Co.



Cigarette packing machine in the Durham plant of Liggett & Myers Tobacco Co.

stockholders, by the fact that the 1950 net value of sales of its products amounted to $305,547,000, considerably more than twice the amount shown for the year 1940. Stability is shown by the fact that the current assets at the end of 1950 reached $414,588,000, which was at a ratio of five to one of its current liabilities—$82,841,000. Earned surplus at the end of 1950, to which was added slightly more than $8,000,000 in earned surplus for the year 1950, amounted to $103,558,000.

Liggett & Myers in 1950 showed profits from operation of $59,754,000, which, plus other income and minus interest paid, amounted to net profits of $55,550,000. This amount was reduced by provision for Federal income and excess profits taxes and State income and franchise taxes amounting to $26,492,000, leaving a net income for 1950 of $29,058,000. Slightly more than $8,000,000 of this was added to the earned surplus, after $21,018,800 had been paid in dividends to stockholders. Dividends included $1,461,000 to holders of 7% cumulative preferred shares, and $19,557,000, or 5%, to holders of common shares. The stock is held by approximately 31,600 shareholders.

Total capital stock of Liggett & Myers Tobacco Co. is $118,662,125. This is embraced in 3,911,521 shares of common stock issued, of the 5,000,000 authorized, par value $25, and in 225,141 shares of 7% cumulative preferred shares issued, of 341,398 authorized, par value $100.

The three Liggett & Myers units in Durham, St. Louis and Richmond employ approximately 8,200 regular employees, in addition to hundreds of seasonal workers in its stemming, redrying and packing plants and storage warehouse operations. The company maintains a retirement system for its employees, supplementing retirement benefits accumulated under the Federal Old Age and Survivors' Insurance plan.

CHESTERFIELDS—FATIMAS POPULAR

Chesterfields, leading cigarette brand of Liggett & Myers, was put on the market in 1912. Later it was built up on a blend of Bright Leaf, Burley and Maryland tobaccos with a dash of Turkish tobacco and became one of the best sellers among the nation's leading brands. Chesterfields, along with Fatimas (King size), Piedmont, Home Run, Picayune and Coupon cigarettes, as well as Duke's Mixture, Country Gentleman and Buffalo smoking tobaccos are all manufactured in the Durham plant of Liggett & Myers.

These and other popular brands manufactured in other plants of the firm in St. Louis, Mo., and Richmond, Va., include Spur and Cycle cigarettes; Velvet, Granger, Buck Horn, Corn Cake, Dinner Bell, Everyday Smoke, Harmony, King Bee, Masterpiece, Plow Boy, S & M, Summertime, Sweet Tip Top and Virginia Extra smoking tobaccos; Spark Plug, Star, Horse Shoe, Drummond Natural Leaf, Fish Hook, J. T., King Pin, Masterpiece, Pick, Tinsley's Natural Leaf, Uncle Sam, W. M. T. Natural Leaf and Union Standard plug tobaccos; Red Horse, Pay Car and Red Man scrap tobaccos, Sterling Sweet Burley and Sweet Cuba fine cut tobaccos; Granger, Honey Dip and Picnic twists and Recruit little cigars.

Brown & Williamson Produces Chewing and Snuff in State

Brown & Williamson Tobacco Corp., organized as Brown & Williamson, began manufacture of chewing tobacco in Winston (-Salem) in a rented building on February 1, 1894. This firm was incorporated as Brown & Williamson Tobacco Co. in 1906 and in 1927 it was reorganized as Brown & Williamson Tobacco Corp. The new corporation acquired and erected new plants in Louisville, Ky., moved its cigarette manufacturing into the new plants and to a plant in Petersburg, Va. In January, 1929, the main office was moved from Winston-Salem to Louisville. Smoking tobacco manufacturing was later moved to the Louisville plant.

In Winston-Salem chewing tobacco and snuff are still manufactured in some of the earlier buildings but most of the activities are now carried on in Louisville and Petersburg. Principal chewing brands manufactured in Winston-Salem are Bloodhound, Red Juice and Sun Cured. Tube Rose is the principal brand of snuff manufactured in Winston-Salem and is one of the leading snuff brands in the nation. In the plants in Louisville and Petersburg of Brown & Williamson, Raleighs, Kools, Viceroy, Wings, Avalon and Life cigarettes and Sir Walter Raleigh, Golden Grain, Old North State, Target, Bugler and Kite smoking tobaccos are manufactured. Most of these cigarettes and smoking tobaccos had their origin in Winston-Salem with the earlier Brown & Williamson Tobacco Co. or were acquired by this com-

pany through the purchase of local tobacco manufacturing firms.

Organization of the original Brown & Williamson firm in 1894 followed the panic of 1893. George T. Brown, with $10,000 given him by his father, had purchased some 100,000 pounds of leaf tobacco in South Boston, Va., for speculative purposes. Robert L. Williamson had worked in his father's plants both in Yanceyville and in Winston and had held a job as superintendent of the plant of T. L. Vaughn & Co. These two men, one with the capital and the other with the know-how, got together and formed a partnership. During their first year of seasonal operation they made a clear profit of $10,000.



George T. Brown, organizer and for several years president of Brown & Williamson Tobacco Co. He died in 1916.

Mr. Brown was the son of R. D. Brown and nephew of Dr. William Brown, who had operated a small factory in Mocksville and around 1875 moved their business to Winston, operating as Brown Bros. Mr. Williamson had worked in his father's small plant near Yanceyville and his father, T. L. Williamson, also moved to Winston and opened up a plant there.

Brown & Williamson began business in a small plant rented from Harbour H. Reynolds which the firm purchased two years later. The business operated by Mr. Williamson's father, the T. F. Williamson Tobacco Co., was taken over during the first year of operation. With it they secured the trademark brands of Golden Grain, Red Juice and Red Crow. Meantime they had started brands of their own including Bugler, Bloodhound, Kite and Shot.

In 1906 the business was incorporated under North Carolina laws as Brown & Williamson Tobacco Co. with Mr. Brown as president and Mr. Williamson as vice-president. During the next year the firm began the manufacture of snuff under the direction of a Mr. Miller under the brand names of Tube Rose, Granny and Polly. Tube Rose is still manufactured in the same plant.

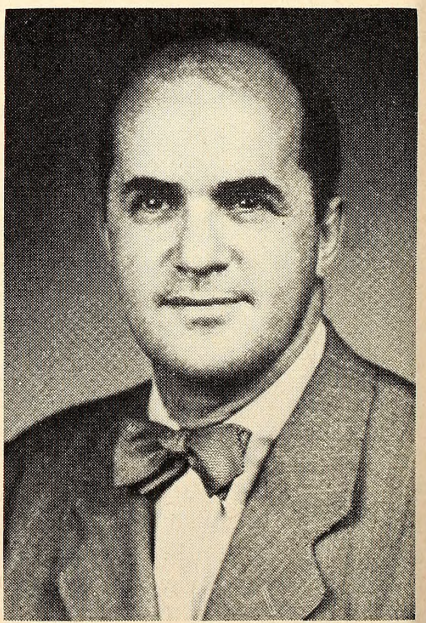
Brown & Williamson purchased several small tobacco firms. Casey & Wright was purchased in 1904. The J. G. Flynt Tobacco Co., which, with its predecessors, had been in business since 1884, was acquired in 1925. With this business came the trademarks, Sir Walter Raleigh, part of which name is given to Raleigh cigarettes; Ox, Pride of Winston and Black Jack. Again in April, 1926, the firm purchased the brands of R. P. Richardson, Jr., & Co., of Reidsville, an old firm, and acquired with it the Old North State brand of smoking tobacco which dates back to 1873.

A year after the reorganization of the firm in 1927 as the Brown & Williamson Tobacco Corp., the firm introduced the well-advertised and well-known Raleigh cigarettes (again "with a coupon on the back"). Bugler, the half-century old trademark, was revised for use as a roll-your-own tobacco, as was the fifteen-year-old Target. Kool cigarettes, inseparably associated with the performing Penguin, indicating coolness, appeared in 1931.

Due to its location near the center of population of the country and its consequent shipping advantages, Louisville was selected as a point for additional plants and as the location of the head office. Cigarette manufacturing was transferred to Louisville and Petersburg and later smoking tobacco manufacturing was transferred to Louisville, leaving chewing and snuff manufacturing activities exclusively in the Winston-Salem plant.

Mr. Brown, one of the organizers and first president, continued to buy tobacco and look after the business end of the firm until his death in 1916. Mr. Williamson, vice-president and brother-in-law of Mr. Brown, continued to superintend the manufacturing, succeeding Mr. Brown as president of the firm. After Mr. Williamson and his associates sold the bulk of the business in 1927, he continued as vice-president and general manager of the plant for about two years. He died in 1938. Robert Barton, brother of Bruce Barton of advertising firm fame, was manager of the plant for about two years while Mr. Williamson was still active.

J. H. White, who had been with Brown & Williamson in an earlier period, returned to Winston-Salem in 1927 as assistant manager. In 1929 he was made manager of the plant and continued as such until 1948 when he was made general leaf supervisor for the corporation. Mr. White retired in 1950. He is a native of Greenville, N. C., and had engaged in tobacco activities for varying periods in Greenville, Petersburg, Va., Canada, Mexico, Jamaica, Venezuela and other Central and South American countries. He continues to reside in Winston-Salem.



Charles R. Frost, general manager, Winston-Salem branch of Brown & Williamson Tobacco Corp.

Charles R. Frost, who succeeded Mr. White as manager, is a native of West Virginia. He started in Richmond, Va. with the Export Leaf Tobacco Co. as a buyer. Mr. Frost spent a few years each in Oxford and

Tarboro and joined Brown & Williamson in 1932. In 1940 he was transferred to Louisville as assistant manager of the leaf department. After a tour of duty in the Army, he returned to the Winston-Salem plant in 1945 as assistant manager and was appointed manager March 1, 1948.

With the beginning of operations of Brown & Williamson in 1894, Walter Leak, brother-in-law of Mr. Williamson, became treasurer, continuing in that position until about 1925. He was succeeded by C. A. Kent, who was treasurer until around 1930. Wilson Gray, of the present firm of Gray & Creech, was secretary from around 1910 until about 1925.

R. J. Parrish, who was with Taylor Bros. as a young man, joined Brown & Williamson on the second day of operation, February 2, 1894, and was placed in charge of the rolling room. Later he was made assistant superintendent and in 1907 was promoted to superintendent and became a director in charge of manufacturing. Early in 1930 Mr. Parrish was transferred to the Louisville plant where he directed the manufacture of Sir Walter Raleigh and other brands of smoking tobacco for a few years. He was a director until he retired January 1, 1942, and lives in Winston-Salem.

The Winston-Salem plant has had and still employs workers who started their careers with the firm in its earlier days. Mr. Parrish was an employee, official and director for 48 years. Mr. Leak was treasurer for 31 years. Mr. White was plant manager for 21 years. C. W. Hutchins, chief shipping clerk, has been with the firm for 34 years. Ed N. Ellis, general utility man, started work with the plant when he was eight years old, has never missed a pay day in 57 years, and is still going strong at 64 years of age. Many other employees have served Brown & Williamson for 25 years or more.

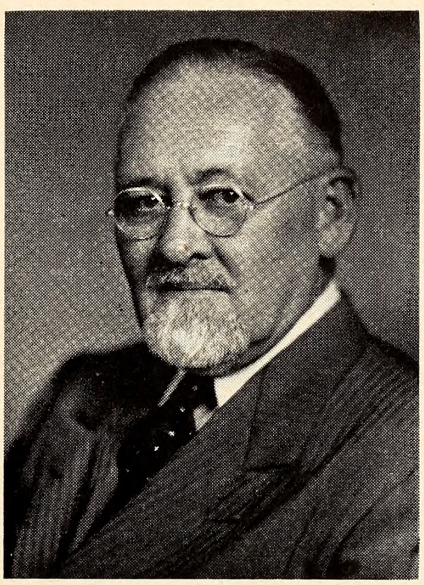
Taylor Brothers State's Only Chewing Plant Exclusively

Taylor Bros., Inc., Winston-Salem, manufacturer of chewing tobacco, is the only relatively small independent tobacco manufacturing firm still in operation in North Carolina. It is one of the few firms surviving the "trust" days around the turn of the century and the only one that has lasted until now. Although this firm passed through bad years when cigarettes were replacing chewing tobacco, it managed to pull through and continues to be a successful and fairly stabilized producer.

A striking example of this independence was demonstrated by the late William B. Taylor, one of the founders, when he was approached by the late R. J. Reynolds, founder and long president of the R. J. Reynolds Tobacco Co., on the subject of a merger. The story goes that "Old Man Bill" asked "Old Man Dick," as they were generally known at the time, "Dick, if I come in, who's going to be boss, me or you?" Old Man Dick replied, "Well, Bill, I'd be the boss here." "I won't join. I'll stay boss in my little puddle," said Old Man Bill firmly and decisively, and he did.

W. B. Taylor, principal founder of Taylor Brothers, was a native of Virginia, near Richmond. As a young man he was plant manager for Cameron and Cameron in Richmond. Before long he went to Australia to buy and install tobacco manufacturing machinery for an English firm. After a year he returned to Virginia to marry Miss Elizabeth McCaw Boggs. He had planned to return to Australia but decided to enter into a partnership with Col. Graves in Bedford, where they manufactured plug tobacco for several years. Then he moved to Lynchburg, forming a five-year partnership with a Mr. Gish. In their first year they earned $22,000 and reinvested it in tobacco, which was lost in a fire. Their contract was dissolved.

In 1883, Mr. Taylor decided to move to Winston.



Arch B. Taylor, son of founder, W. B. Taylor, and second generation president of Taylor Bros., Inc., Winston-Salem.

He raised $10,000 and started his long career as a tobacco manufacturer in that city. He brought in as a partner his brother, Jacquelin P. Taylor, who had attended Richmond College and was well equipped to handle the office. W.B. Taylor devoted his energies to buying and manufacturing.

In the same block in which the Taylor Brothers plant was located, on First Street at Patterson Avenue, were two other tobacco factories operated by Kerner Bros. and W. B. Clary. These three buildings are now embraced in the plant of Taylor Brothers.

In 1916, J. P. Taylor died and in 1921 his sons retired from the business. In 1921, also, the business was incorporated under its former partnership name. W. B. Taylor continued its operation, bringing into the business his two sons, Harry Taylor and Arch B. Taylor. In 1933 the founder of the business died and Harry Taylor became president, serving as such until 1947, when he died. Arch Taylor, who had been secretary and assistant treasurer and later vice-president, became president and secretary of the corporation. He continues as president and secretary. F. D. Pfaff is vice-president and Miss Flora Murray treasurer.

Taylor Brothers employs approximately 200 workers and has enjoyed a stable and steady growth during the past decade or more. This firm advertises that it produces chewing tobacco for people in field, factory, forest and mine.

Principal chewing tobacco brands originally manufactured by Taylor Brothers include such popular brands as Taylor's Natural Leaf, Taylor's Best, Taylor Made, Ram's Horn Twist, Black Maria, Old Taylor Twist and others. In 1912, Taylor Brothers bought out the Whitaker-Harvey Tobacco Co., taking over its leaf supply and brands, continuing Red Coon, Ripe Peaches, Peach and Honey and Bull of the Woods. In 1942, Taylor Brothers purchased the stock and brands of F. M. Bohannon, continuing the manufacture of Bohannon's Favorite, Foot Prints, Lucky Joe and others.

Taylor Brothers today continues the fine spirit in its organization which has marked it from the beginning. As W. B. Taylor, through his long life, knew the names and characteristics of each of his employees, so does Arch Taylor today. This close alliance between owners and employees has resulted in close cooperation with a minimum of friction. Many of the present Taylor Brothers employees have spent the most of a lifetime in the service of the firm. Many employee benefits are included in the plan of organization.

The founders of Taylor Brothers were deeply religious men of the Presbyterian faith, extending their independence and outspoken attitudes into their church activities. An interesting note is that early in the days of Taylor Brothers they inaugurated a plan of beginning work each day with a brief religious service. This included brief talks, songs and prayers led by one of the Taylor brothers or their employees. These services usually lasted ten minutes, but were extended to 20 or even 30 minutes when visiting ministers or religious leaders came in to conduct services. This ritual is continued until today, but the time has been changed to the period just before the lunch hour.

An interesting incident is related of the earlier days. An old Negro was offering a fervent prayer. In it he said, "And, Oh Lord, touch the hearts of Mr. Bill and Mr. Jack and cause them to pay us more wages." One version had Mr. Bill vigorously stating, "That's enough. That's enough. Time to go to work now."

Cigar Production Limited in State - Greensboro Leads

North Carolina has never engaged extensively in the manufacture of cigars, cheroots and little cigars, due primarily to the fact that cigar tobacco has never been grown in any quantity in this State. However, cigars have been produced in a dozen or more North Carolina communities in the past and one city, Greensboro, had continued for more than 50 years as the center of the cigar making industry in North Carolina. One large and one small cigar plant are now operating in that city while two or three other small ones are producing handmade cigars in other communities.

Raleigh formerly boasted of at least three cigar manufacturing plants at different times. One of these was Plumadore & Green, who operated probably briefly in the early 1880s. Another firm operating for several years in Raleigh was J. M. Norwood, cigar manufacturer in the period around 1900-1910. This was in a small backyard building. Briefly, in 1925-26, Frank Garcia, a Cuban, operated a cigar plant in the Lightner Building, a few employees making hand-made cigars.

Durham, in the 1870s and 1880s, had four firms manufacturing cigars and cheroots. They were Samuel Kramer & Co., Mallory Cheroot Co., W. P. Henry & Co., and Lyon & Reed.

Records indicate that a small cigar plant was operated in Wilson in the early 1880s for a few years. Another cigar manufacturer was Thomas Sullivan, forerunner of N. D. Sullivan & Co. and Sullivan & Booe, who began the manufacture of tobacco, including cigars, in a small plant at Sullivantown, about two miles northeast of Walkertown in Forsyth County.

References indicate that cigars were manufactured in probably half a dozen other communities in the State but all were small operations.

EL MORO CIGAR COMPANY

Greensboro, N. C.

El Moro Cigar Co., plant at Greene and Edwards Streets, office 337 S. Greene St., Greensboro, had its beginning in 1915 when John T. Rees began to manufacture cigars by hand. The firm's name at that time was El-Rees-So Cigar Co. Mr. Rees operated the plant for several years and the El-Rees-So Cigar Co. was taken over by Pennsylvania people and continued operation until 1932 when the business closed.

Meantime Mr. Rees operated the Rees-Mitchell Cigar Co. from the early 1920s until 1926. At that time, he organized the El Moro Cigar Co., a $15,000 corporation, with John T. Rees as president and treasurer, J. C. McDowell, Mrs. Rees' father, vice-president, and Mrs. Rees as secretary. Taking stock in the new corporation were R. B. Lloyd and F. W. Lloyd, brothers, who were engaged in the wholesale tobacco business and supplied the tobaccos going into the cigars.

Following the death of Mr. Rees a few years ago R. B. Lloyd was elected president of the corporation C. W. Lloyd, son of the other of these brothers, became executive vice-president; D. L. Webster, vice-president in charge of production; R. B. Lloyd, Jr.

vice-president and general counsel; J. I. Lloyd, son of R. B. Lloyd, treasurer; and Mrs. Rees continues as secretary. These officers are the principal stockholders in the company.

El Moro Cigar Co. has increased its authorized capital stock to $150,000 with paid in capital of $105,000. In 1933 the firm installed machinery for a part of its operations and in 1948 machinery was installed to do all of the processing business in a cigar plant. The firm now has 16 cigar making Patterson machines operated on a rental basis from the International Cigar Machinery Co., a subsidiary of American Machine and Foundry Co.

In its three story building containing 18,000 square feet of floor space, El Moro Cigar Co. produces approximately 150,000 cigars daily. The plant employs 135 workers working in two shifts and has an annual payroll of approximately $225,000.

Principal brands are El Moro cigars priced at two for 15¢, El-Rees-So cigars sell for 5¢; Robert Fulton and Spanish Maid crooks are other popular 5¢ brands. The firm also produces other brands popular in certain of its trade areas. Cigars are distributed largely in about ten of the Southeastern states. Wrappers for the cigars are secured from certain areas in Florida while the fillers are a blend of foreign and domestic tobaccos purchased from Puerto Rico, Ohio, Wisconsin, Pennsylvania, and other points.

An interesting fact in connection with manufacturing cigars by machinery is that the machines are rights and lefts. That is, one machine uses the left half of the wrapper leaf and the other the right half after the "bunch" has been prepared and wrapped in a rough leaf by another machine. The rights and lefts are used in order to allow the fibers in the leaf to extend up and down the cigar, rather than around the cigar. The cigars are wrapped in cellophane and the label applied, after which they are placed in the boxes. These boxes are placed under screw pressure where they are allowed to remain for a sufficient time to prevent puffing.

A member of the El Moro firm owns and operates the Greensboro Cigar Box Co. which manufactures cigar boxes for it and other cigar manufacturers.

GUILFORD CIGAR COMPANY

Greensboro, N. C.

Guilford Cigar Co., Lee Street, Greensboro, has been in operation for ten or 15 years, owned and operated by Swannie Ingold. This plant is hand operated entirely. Principal brands are Big Henry and OK-Crooks.

Former Greensboro Plants

Dixie Cigar Co. was operated in Greensboro for ten years or more by H. E. Holderfield and ceased activities about a year ago, following Mr. Holderfield's death. This firm was hand operated during most of its life, but machinery was installed a short time before Mr. Holderfield's death. Principal brands were El Necco, Rum-O-Crooks and Van-Tampa.

Foster Cigar Co. was in business for about five years, around the 1941-46 period, owned and operated by Thomas Foster. This firm also produced hand made cigars. Its principal brands were Van-Tampa and El Necco, which brands were taken over by the Dixie Cigar Co. when the Foster brand went out of business.

Clegg Cigar Co., operated by W. F. Clegg was another popular cigar manufacturing firm for 25 years or more. The plant closed in the early 1930s. One of its popular brands was Brown Betty.

Also in the earlier days the American Tobacco Co. through its subsidiary, the American Cigar Co., operated a large plant in Greensboro. The plant started around 1900 and closed out in 1929.

Henry Wellington Cobb, known as "Welly", a tobacco manufacturer in Greensboro, also had an interest in this cigar plant. Mr. Cobb was a brother of John B. (Jack) Cobb who was one of J. B. Duke's right-hand men in organization and operation of the American Tobacco Co. during the first quarter of the century.

Richlands—Sal Aragona, formerly a Greensboro restaurant operator, opened up a cigar plant in Richlands, Onslow County, not long ago and reports are that he is operating the industry satisfactorily and successfully.

Earlier Tobacco Manufacturing in N. C. Communities

DURHAM

Durham, "Renowned the world around", primarily as the home base of James Buchanan Duke, probably the greatest tobacco genius in the history of the world, and also as the home city of Bull Durham smoking tobacco, was the earliest of the North Carolina communities to win distinction as a tobacco manufacturing center. Although tobacco manufacturing of a type was carried on in isolated communities in North Carolina, probably in advance of Durham's start, the "bull city" soon became the best known of the tobacco mafnufaturing centers in the State. Many of Durham's earlier tobacco manufacturers shifted from one firm to another, and although Durham started manufacturing tobacco some 15 years ahead of Winston, it never had anything like as many manufacturing plants as were operating in Winston up to and around the turn of the century.

In fact most of the early firms that later moved to Durham started in rural areas largely in Durham and Orange counties. A small plug tobacco factory was operating in 1850 at Round Hill in rural Durham County and between 1850 and 1860, plug and smoking tobacco manufacturing was conducted on small farms and plantations. Completion of the North Carolina railroad to Durham in 1854 served to strengthen that community and to develop it as a tobacco manufacturing center.

In 1858 Robert F. Morris moved to Durham, and there he and his son began manufacturing tobacco in a small house on the present site of the Bull Durham factory. Soon afterwards, W. A. Wright moved from Virginia to Durham and joined Morris in the firm of Morris & Wright. They produced "Best flavored Spanish smoking tobacco". In

1861 Mr. Wright withdrew from the firm and started a small plant a short distance east of Durham, but entered the army later that year. Around 1860 Dr. Richard Blacknall moved from Rougemont to Durham, and about two years later joined Morris, forming the firm of Morris & Blacknall. Soon they sold out to John Ruffin Green from Person County and W. A. Ward from eastern North Carolina. Ward soon sold out to Green.

BULL DURHAM APPEARS

It was Green's factory near Durham that was raided by both Confederate and Federal soldiers in 1865 to the extent that Green felt that he had been completely ruined. It was not long, however, until letters began to arrive, addressed to the mayor, the postmaster or other public officials, inclosing money and asking for more of that good smoking tobacco. A friend suggested to Green that he use the picture of a bull on his label, and this suggestion was adopted.

In 1867 William T. Blackwell, native of Person County, who had made and peddled smoking tobacco, moved to Durham and became Green's partner. He bought Green's interest for about $2,000 some two years later, after Green's death. Blackwell took in as a partner James R. Day in 1871, and soon afterwards admitted General Julian S. Carr as a partner. After law suits over the name of the smoking tobacco brand against the successor to W. A. Wright, former partner of Green, and against J. H. McElwee in Statesville in 1879, with the attendant publicity, Bull Durham tobacco became very popular. It won a gold medal and Certificate of Merit at the Pennsylvania Centennial Exhibition in 1876.

J. Gilmer Korner of Kernersville, as "Reuben Rink", set several crews operating throughout the country plastering Bull Durham on every available space. In fact Mr. Korner went into foreign countries and incidentally spread the Bull Durham on the pyramids of Egypt. Sales increased rapidly and production was pushed to meet the growing demand.

FIRST TOBACCO WAREHOUSE

In 1871 Blackwell & Co. opened the first warehouse for the sale of leaf tobacco in Durham. Within a few years eight or nine such warehouses had been opened. Meanwhile several tobacco producing firms began operation, including Kramer & Webb (later Albert Kramer), Pinnix & Walker, H. J. Bass, Thomas H. Martin, and Thomas D. Jones.

General Carr learned that a machine had been invented to shred and grind smoking tobacco. He soon had one in the Bull Factory. William H. Kerr, backed by General Carr, invented a bag machine which would bag 25,000 bags a day. This machine is still used. The Golden Belt Manufacturing Co. was then formed, making tobacco bags. In 1896 Rufus L. Patterson of Salem joined Kerr and, after Kerr's death by drowning, completed the manufacture of a tobacco bagging machine known as the "Automatic Bagging and Labeling Machine" which would bag 25 bags a minute. This machine was perfected in the Bull Factory—and that was the beginning of the American Machine and Foundry Co., organized later by Mr. Patterson and still in the Patterson family.

Blackwell & Company's assets in 1871 were less than $30,000. In 1874 the east wing of the present Bull factory was built, and in 1886 the present west wing was erected. In that year Mr. Day retired. Three years later E. M. McDowell & Co., Philadelphia, succeeded Blackwell and incorporated as Blackwell's Durham Tobacco Co. with capital stock of $500,000. Blackwell and General Carr sold out to this corporation, but General Carr bought new stock and became president of the company. In 1887 the firm was rechartered as Blackwell's Durham Corporated Tobacco Co. with capital stock of $2,000,000, soon increased to $4,000,000. In 1891 it returned to the former name of Blackwell's Durham Tobacco Co.

STARTS SNUFF MAKING

In 1867 Robt. F. Morris was manufacturing Eureka smoking tobacco, and a few years later had snuff manufacturing equipment, producing Ladies' Choice Scotch Snuff. W. H. Willard and S. F. Tomlinson purchased this business in 1872 and continued it until 1903 when it was sold to the American Tobacco Co. Eureka smoking tobacco is still made by the American Tobacco Co. and Ladies' Choice Scotch Snuff is still made by the American Snuff Co.

Z. I. Lyon & Co. (his son, J. Ed Lyon) started a smoking tobacco plant near Durham producing Pride of Durham smoking tobacco. The plant was moved to Durham the next year, and a few years later the business was purchased by Edward J. Parrish. J. Ed Lyon later joined John R. Green. Also in 1869 John S. Lockhart began manufacturing tobacco and in 1871 R. W. Faucette started making smoking tobacco, continuing until 1881. Other plants started soon included W. R. Hughes & Co., Hughes & Link, W. H. Patterson, and Lucius Green, son of John R. Green, who was manufacturing Indian Girl smoking tobacco. In 1875 R. H. Wright & Co. was manufacturing Orange of Durham smoking tobacco and by 1880 this was one of the largest plants in Durham. Several firms were producing cigars and cheroots in the 1870s and 1880s including Samuel Kramer & Co., Mallory Cheroot Co., W. P. Henry & Co., and Lyon & Reed.

Hillsboro in 1872 had five tobacco factories, but Hillsboro was too aristocratic to encourage such activities. Here, as at other places, tobacco factory owners also owned general stores, and since money was scarce, they tried to pay for supplies and work with due bills honored at their stores. When the road to Durham had been completed, growers continued on to that city. Tobacco plants either moved to Durham or suspended operations. In 1875 Webb & Roulhac moved to Durham and was later sold to W. L. Lipscomb. The next year, E. H. Pogue moved his plant to Durham and began manufacturing tobacco. Sitting Bull was his main brand. J. Y. Whitted also moved to Durham in 1884.

W. DUKE AND TWO SONS START

Meanwhile, after the surrender in 1865, Washington Duke, then 45 years old and a widower with several children, was released from the army in New Bern and walked 137 miles to his home a few miles north of Durham. He gathered his children together, including Brodie Duke, who had also been in the army, and his two younger half brothers, Benjamin Newton and James Buchanan Duke. He sold his 300 acre farm and then rented part of it to raise a crop. Additional capuital included 50¢ in good money and two blind mules and a small stock of leaf tobacco. This tobacco was beaten and sifted into smoking tobacco and put in bags labeled Pro-Bono-Publico. This and 200 pounds of flour were loaded on a wagon and taken into the eastern part of the State. In exchange Washington Duke received bacon and 200 pounds of cotton which he sold in Raleigh.

On his land, he and his two sons, B. N. and J. B. Duke, decided to continue manufacturing and selling tobacco. They built a small factory of logs, 20 x 30 ft., producing about 400 pounds a day. In 1866 they processed about 15,000 pounds, which sold from 30¢ to 40¢ a pound. By 1872 they were producing 125,000 pounds a year. Meanwhile Brodie Duke had raised a crop on land rented from his uncle, William Duke. His profits were so small that he became discouraged and joined his father and brothers. Then in 1869 Brodie Duke moved to Durham and bought an old building containing two rooms, one over the other. He lived and kept his supplies in the upper room and started manufacturing smoking tobacco on the first floor. His chief brand was Semper Idem and later he added Duke of Durham. Meanwhile Pro-Bono-Publico was finding a ready sale.

Then in 1874 Washington Duke and his two sons, Ben and Buck, moved to Durham and bought a factory on the lot later occupied as the east wing of the Liggett & Myers factory. Brodie operated in a part of this building separate from his father and brothers. Later as business prospered, two buildings were erected, one for Brodie and the other for Washington Duke and his two sons.

DUKE STARTS CIGARETTES

W. Duke & Sons Co., the first formal partnership, was formed in 1878, consisting of Washington Duke and his three sons and George W. Watts, whose father bought for him an interest which furnished the first outside capital. Two years later R. H. Wright, who had been successful in the manufacture of Orange of Durham smoking tobacco, joined the firm by purchasing Washington Duke's share. Mr. Wright, a natural salesman, handled the outside distribution. J. B. Duke had charge of the manufacturing. B. N. Duke handled the office and correspondence and Mr. Watts was treasurer, handling the financial affairs. Although reasonably successful, the Duke brands could not

compete with Bull Durham. J. B. Duke, dissatisfied, stated, "My company is up against a stone wall. I cannot compete with the bull. As for me, I am going into the cigarette business".

So, in 1881 cigarette manufacturing was started in Durham. Their manufacture had started in Europe around 1860 and by 1869 their production had been started in the United States. They were still made entirely by hand and to produce them, 300 Jews were brought to Durham by W. Duke, Sons & Co. J. M. Seigel, Russian, was put in charge of the cigarette department, and within a very short time Blackwell's firm had employed his brother, David Seigel to head its cigarette department. Two years later these brothers established their own plant and began manufacturing cigarettes, the chief brand being Cablegram.

INSTALL CIGARETTE MACHINES

In 1884 the Duke firm installed two cigarette making machines which had been invented by James Bonsake. These were not too efficient, but William T. O'Brien, Bonsake mechanic, was employed to make improvements and changes. As a result, the cost of producing cigarettes was reduced from 80¢ to 30¢ per 1000 cigarettes. A little later the tax on cigarettes was reduced from $1.75 to 50¢ per 1000. Due to these reductions in cost and because the Duke plant was over-producing, the cost of Duke of Durham cigarettes was reduced from 10¢ to 5¢ for a package of 10. J. B. Duke had worked out a sliding cardboard package for these cigarettes.

Meanwhile to dispose of this large production Mr. Wright had taken to the field and used many novel methods in introducing and popularizing cigarettes. He also visited 27 large foreign cities in 19 months promoting the sale of cigarettes, and by 1889 the Duke market extended well into Europe, Asia and Africa, and cigarettes were shipped to more than 35 foreign cities. Due to expansion needs, a new brick plant was erected in 1884, later the Liggett & Myers plant. In 1885 Wright sold his interest to Washington Duke, and the firm was incorporated as W. Duke & Sons Co.

DUKE FORMS AMERICAN

James B. Duke, in 1890, following extensive conferences, joined with four rivals in states north of North Carolina and formed the American Tobacco Co. with a capital stock of $25,000,000. This was the beginning of an organization which dominated tobacco manufacturing in the United States for 21 years and came to be known somewhat odorously as "the trust". The American Tobacco Co. purchased the more promising of the small tobacco firms and left others to die on the vine through competition. In 1898 the Blackwell Company, with its popular Bull Durham brand, was sold to the Union Tobacco Co., owned principally by Wall Street financiers. And in a short time the American Tobacco Co. took it over.

The 21 years of operation of the American Tobacco Co. forms another interesting chapter in the history of tobacco in North Carolina and the nation.

WINSTON-SALEM

Winston, the younger and more vigorous of the two municipalities which joined in 1913 to become Winston-Salem, started on its career as a tobacco manufacturing center around 1870 and in the 40 years that followed, was the site of close to 85 individual tobacco manufacturing firms. Unlike Durham, its strongest competitor, Winston went in for numbers of firms. Durham centered around two or three large firms, never had one-fifth as many different manufacturers as did Winston.

Tobacco growing started in Forsyth County in 1855 when Mr. Loesch and Mr. Banner bought "a couple of hundred tobacco plants". By 1858, nine years after Winston was incorporated, several farmers were growing the yellow leaf. In 1870 almost 250,000 pounds were grown in the county. The first tobacco factory of record was operating in this community of 300 to 400 people in 1870. Major Hamilton Scales had converted a small carriage house into a tobacco plant. Two years later Major T. J. Brown added a skylight to an old frame stable and opened up as the first tobacco sales warehouse in Winston.

In that same year, 1872, two Davie County brothers, Pleasant Henderson Hanes and John Wesley Hanes, started a small factory in Winston. This, P. H. Hanes & Co., developed into the largest tobacco manufacturing firm in the community in the 1880s. In 1891 the firm was sold to R. J. Reynolds Tobacco Co. and the Hanes Brothers entered the textile field. In that year, too, a branch railroad line was completed to Salem from Greensboro where it tapped the North Carolina Railroad. This, and an extension of this line a few years later to what is now North Wilkesboro, added extensively to the growth of the community and the expansion of the tobacco industry.

HAD 37 PLANTS IN 1894

R. J. Reynolds, then 24 years old, rode a horse sixty miles to Winston in 1874 and opened in 1875 the first small unit of the present far-flung R. J. Reynolds Tobacco Co.

By 1894 thirty-seven factories were listed in a directory as operating in Winston (one in Salem). All except one of these plants were manufacturing chewing tobacco, most of it flat plug, but some twist, and about ten plants also produced smoking tobacco. Two of them produced nothing but smoking tobacco. Only one plant, W. F. Smith & Son, was listed as manufacturing cigarettes as well as smoking

WINSTON-SALEM TOBACCO FIRMS 1884-1951

Tobacco firms that have operated in Winston-Salem from 1884 to 1951 as remembered by R. J. Parrish, retired official and director of Brown & Williamson Corporation, include 36 firms. These with notes about some of them are as follows:

R. J. Reynolds Tobacco Co. (State's largest)
P. H. Hanes & Co. (Sold to R. J. Reynolds—shifted to textiles)
Brown Bros. (Fathers of George T. Brown (Rufus D. Brown) and William Brown (Dr. William T. Brown)
Taylor Bros. (Started in 1885 by W. B. & J. P. Taylor—still operated by second generation)
F. M. Bohannon (Bought by Taylor Bros. in 1942)
Bailey Bros. (M. D. & P. S. Bailey—suspended in 1920s after a cigarette bubble)
T. F. Williamson (Father of R. L. Williamson of the Brown & Williamson)
S. A. Ogburn (Bought by Taylor Bros.)
Ogburn, Hill & Co.
Lockett-Vaughn & Co.
R. L. Candler & Co.
Leake, Beall & DeVaughn
W. A. Whitaker & Co. (Later Whitaker & Harvey Tobacco Co., bought in 1912 by Taylor Bros.—Father of president of R. J. Reynolds Tobacco Co., John C. Whitaker)
Frank Butner (Father of General Butner—Camp Butner)
W. W. Wood & Co. (Father of Word H. Wood, long head of American Trust Co., Charlotte)
Will Reid (Father of Will Reid, men's clothing merchant)
Casey & Wright (Sold in 1904 to Brown & Williamson)
J. L. Casper Co. (Shifted to whiskey manufacturing)
W. B. Ellis (Father of William B. Ellis, Duke Power Co., manager in Greenville, S. C.)
W. S. Clary (Sold to Taylor Bros.)
B. F. Hanes & Co. (Associate, Philip Hanes—brothers of P. H. Hanes, Sr., and John W. Hanes, Sr.)
W. T. Gray (Smoking)
Harbour H. Reynolds (Brother of R. J. Reynolds)
W. S. Scales (Member of firm of Liipfert-Scales Tobacco Co.)
T. L. Vaughn & Co.
C. A. Reynolds (Republican Lieutenant Governor of N. C. in Russell Administration)
Kerner Bros.
H. B. Ireland & Co.
J. L. Newton & Co.
Bynum & Cotton
Brown & Williamson Tob. Co. (Still operating)
Liipfert-Scales & Co. (Sold to R. J. Reynolds Tobacco Co.)
P. W. Dalton & Co.
Hamilton Scales (First Winston manufacturer, started in 1872)
Ebert Payne & Co.
Walker Bros.
B. J. Gladstone (On Hollow Road, near Winston)
N. D. Sullivan (Walkertown, near Winston)

tobacco. These firms listed in 1894 alphabetically and with the types of tobacco produced are as follows:

Bailey Bros., plug; George H. Beal & Co., plug, twist; Bitting & Hay, plug; Blackburn, Dalton & Co., plug; Brown Bros., plug, twist, smoking; Brown & Williamson, plug, twist; S. Byerly & Son, smoking; Bynum, Cotten & Co., plug, twist; R. L. Candler & Co., plug, twist, smoking; W. S. Clary & Co., plug, twist; Elbert Payne & Co., plug, twist; W. B. Ellis & Co., plug, twist, smoking; Hamlen Liipfert & Co., plug, twist, smoking; B. F. Hanes, plug, twist; P. H. Hanes & Co., plug, twist; Harvey & Rintels, plug, twist; Hodgin Bros. & Lunn, plug, smoking; Jones, Cox & Co., plug; Kerner, Newton & Co., plug, twst; T. F. Leak Tobacco Co., smoking; Lockett, Vaughn & Co., plug, twist; Ogburn, Hill & Co., plug; M. L. Ogburn, plug; S. A. Ogburn, plug, twist; Reynolds Bros., plug; H. H. Reynolds, plug, twist, smoking; R. J. Reynolds Tobacco Co., plug, twist; W. F. Smith & Son, smoking, cigarettes; Taylor Brothers, plug, twist, smoking; T. L. Vaughn & Co., plug, twist; Walker Brothers, plug; W. A. Whitaker, plug, twist, smoking; T. F. Williamson & Co., plug, twist; Williamson Tobacco Co., plug; N. S. & J. J. Wilson, plug; W. W. Wood, & Co., plug, twist; J. S. Nissen, plug, twist, smoking (Salem).

BUYING AND EXPORTING FIRMS

Soon after the turn of the century several large buying, processing and exporting firms established offices and plants in Winston and have continued operations through the years. Among these were Imperial Tobacco Co. of Great Britain, which began operations there in 1904; the Export Leaf Tobacco Co., Richmond, Va., established a plant in 1912. In 1914 the Piedmont Leaf Tobacco Co. (starting earlier as Wright-Hughes) was incorporated and in 1921 the Winston Leaf and Storage Co. was organized and began operations. Around 1910 only four tobacco warehouses were being operated in Winston. These were: Brown's, operated by Major T. J. Brown, later by Simpson & Glenn and others; Star warehouse, operated by Robert M. and Peter A. Gorrell, Rex Gass and others; Former's, operated by the Gorrells and others; Piedmont operated by James K., George S. and Charles M. Norfleet. Now the Twin-City has 11 warehouses.

An interesting sidelight is that in Durham in the 1880s the Southern Tobacco Journal was being issued by E. C. Hackney. Some two years later this publication was moved to Winston. For many years there it was edited and published by Garland E. Webb who had started as a young man as a tobacco auctioneer in Danville, soon moved to Durham and a few years later took up his residence in Winston. Col. Webb, as he was known, may have carried this publication with him to Winston. He continued its operation until about the time of his death in 1932. Since that time R. C. Carmichael has been editor and continues its publication.

From the turn of the century the process of consolidating tobacco firms and the elimination of others proceeded rapidly in Winston. The R. J. Reynolds Tobacco Co. absorbed P. H. Hanes & Co. and Brown Bros., two of the larger firms, later bought Liipfert-Scales Tobacco Co. and other firms.

Brown & Williamson Tobacco Co. absorbed Casey & Wright around 1904; J. G. Flynt & Co., with its Sir Walter Raleigh smoking tobacco, was purchased in 1923 and in 1926 R. P. Richardson, Jr., & Co., of Reidsville, with its Old North State smoking tobacco, was bought.

Taylor Bros. took over and continues to operate as a part of the firm's plant, the buildings operated in the same block by Kerner Bros. and W. B. Clary & Co. In 1912 Taylor Bros. bought the Whitaker-Harvey Tobacco Co. and in 1942 purchased the F. M. Bohannon brands.

R. J. Reynolds Tobacco Co., operating the largest tobacco business in the State, has all of its manufacturing activities centered in Winston-Salem. Brown & Williamson Tobacco Co. was purchased in 1927 by the British-American Tobacco Co. and reorganized as Brown & Williamson Tobacco Corporation. Only its chewing tobacco and snuff operations are now carried on in Winston-Salem. Its cigarette and smoking tobacco activities are in Louisville, Ky., and Petersburg, Va. Taylor Brothers, Inc., manufacturing chewing tobacco exclusively, is the only one of the smaller independent tobacco firms to survive in Winston-Salem and in the State.

Kernersville, in Forsyth County, on the Winston-Salem-Greensboro highway, was once an important tobacco manufacturing center, boasting half a dozen plants in the 25 years up to the turn of the century. Around 1900 they shifted from tobacco to textiles, largely knitting mills. One tobacco factory became a textile mill and is now a unit of the Burlington Mills. Another textile mill started around that time is now a unit of Adams-Millis Corp.

Probably the first tobacco plant was Leak Brothers, started by William Leak in his backyard, soon after 1875. After a few years a factory was built on Main Street and operated until around 1895. Part of the time it was Leak Bros. & Hastings, John Hastings.

Another, started around 1880 was operated by B. A. Brown. After some 15 years of operation he shifted into textiles, operating the Vance Mill, now a Burlington Mills unit.

Kerner & Greenfield, Theodore E. Kerner and John M. Greenfield, started a factory in the Philip Kerner home, later erecting a brick building, now the Crawford Machine Shop site. When Mr. Kerner died, Robert Galloway took his place in the firm, named Greenfield & Galloway. Later Mr. Greenfield operated alone, until around 1900. His son, Kohler Greenfield, now operates a feed store in Kernersville.

W. A. Lowery & Son, Will and Will, Jr., operated a tobacco plant from around 1885 to 1900, a frame building with a brick foundation.

Adkins & Shore, James P. Adkins and Henry E. Shore, operated a tobacco factory in Kernersville for about a decade, roughly, 1890 to 1900.

Beard & Roberts (James Beard, father of the late Dean John Grover Beard, UNC Pharmacy School, and J. C. Roberts) manufactured tobacco there from around 1885 to 1900. John G. Kerner bought the plant and changed it into a knitting mill.

Also, in Kernersville, lived the redoubtable Julius Gilmer Korner (spelling changed along the line), artist, painter, who, under contract for W. T. Blackwell & Co., plastered the picture of Bull Durham on almost every wall and signboard in this country, also taking this noted animal picture to the Rock of Gibraltar, the Pyramids of Egypt, and many other far-away places. His home, named "Korner's Folly" because every floor is on a different level and every door a different kind, still stands as the chief Kernersville show place.

Large tobacco storage plants are now operated in Kernersville by the R. J. Reynolds Tobacco Co.

Walkertown—Thomas Sullivan began the manufacture of tobacco around 1850 in a log building in Sullivantown, about two miles northeast of Walkertown, Forsyth County. He also manufactured cigars later. Nat D. Sullivan, a son, later operated a tobacco factory about one-fourth of a mile away. His daughter, Sally Sullivan, married Phillip Booe and Booe became a partner, the firm operating as Sullivan & Booe. W. N. Poindexter married Elizabeth Sullivan, another daughter of N. D. Sullivan, and became a partner in the business also, the firm's name becoming N. D. Sullivan & Co. Sullivan's Best was one of the chewing brands manufactured.

Earlier M. C. Crews of Kernersville had married Sally Sullivan, daughter of Thomas Sullivan. Their two sons, Thomas A. Crews and James W. Crews, formed a partnership as the Crews Manufacturing Co. and manufactured tobacco in Walkertown. This firm manufactured one well known brand, Yellow Jacket. This brand and probably some of the equipment was purchased by Liipfert-Scales Tobacco Co. in Winston-Salem and in turn this company was taken over by the R. J. Reynolds Tobacco Co., which company still manufactures Yellow Jacket. The Crews brothers later started a knitting mill in Kernersville.—Data from Thomas A. Crews, Winston-Salem.

Bethania—In this Forsyth County community, then called Hausertown, a tobacco factory was operated around 1900 by O. J. Lehman, John Kapp, of Kapps Mill, Surry County, and Frank Butner, (father of General Butner, for whom Camp Butner was named). Part of this factory is now used as the Bethania postoffice.

REIDSVILLE

Reidsville, home of the Lucky Strike cigarette plant of the American Tobacco Co., the only tobacco product manu-

factured in that city now, has been engaged in tobacco manufacturing for almost a century. Among its well-known products have been Old North State smoking tobacco, and its fellow-product, Old North State cigarettes, still manufactured by the Brown & Williamson Tobacco Corp. at its Louisville, Ky., plant, and Pride of Reidsville smoking tobacco.

Probably the first Reidsville tobacco manufacturer was William Lindsey, who owned at one time about half the land on which Reidsville is located. His was a going firm in 1858, and probably a few years before. He produced "Lindsey's Level Best", a chewing tobacco, which brand a Winston firm disputed his right to use. He showed that he was producing this brand in 1858 and continued operation until his death, when his sons, William and Josef Lindsey took over and continued the business for several years.

Apparently Robert P. Richardson started tobacco manufacturing, probably on a small scale, around the end of the War Between the States. His son continued as R. P. Richardson, Jr., & Co. and started the "Old North State" brand of smoking tobacco. The factory burned in 1917. In 1926 the brand "Old North State" and equipment and supplies was bought by Brown & Williamson in Winston--Salem, which firm continued the smoking tobacco and started a brand of cigarettes by the same name, still manufactured in Louisville. R. B. Williamson III joined the Brown & Williamson firm and directed production of the smoking tobacco for a time. He is a substantial citizen of Reidsville now.

Major Mortimer Oaks, who superintended construction and was an official of the Piedmont Air Line Railroad, Danville, Va., to Greensboro, via Reidsville, in 1863, bought 100 acres of land from William Lindsey in 1870, moved to Reidsville and became active. The next year he and Captain James Dalton began the manufacture of plug tobacco in a small building. Buying leaf from the barns was inconvenient, so Major Oaks decided to do something about it. Early in 1872 he and James Allen opened the first warehouse in Reidsville, the Piedmont, soon followed by four or five others, for the sale of leaf tobacco.

Decatur Barnes and Bedford Crafton, in mid-1871, built a factory, 34x52 feet, and began manufacturing tobacco. Their capacity, on a seasonal basis, was 50,000 pounds a year.

Then, in 1874, S. C. Penn, from Penn's Store, Va., came to spy out the land, was soon joined by his older brother, Frank R. Penn, and in a small frame building, they launched the F. R. Penn Tobacco Co., destined to become an important Reidsville industry. It was a success from the start. This firm made plug tobacco, probably a leading brand, Penn's No. 1. During the early years John N. Watt, Reidsville, a cousin of the Penn brothers, became asosciated with the firm, and a smoking tobacco department was added.

Under the firm name of Watt, Penn & Co. the plant produced two brands of smoking tobacco, Gold Crumbs, an expensive product, and Queen Quality, popular priced, which was a competitor of Bull Durham. One of the popular and heavy sellers was Red J chewing tobacco. After a number of years Mr. Watt sold his interest to the Penns and again the firm name became F. R. Penn Tobacco Co., continuing as such until it was sold in 1911 to the American Tobacco Co., a short time before its dissolution. Charles A. Penn, of the second generation, became a vice-president of the American Tobacco Co., serving until his death in 1941. His brother, Jefferson Penn, who died in 1945, was with the Reidsville firm.

In the late 1870s or early 1880s another important firm was organized, Robert Harris & Bro., H. C. Harris. This firm manufactured the popular Pride of Reidsville smoking tobacco, a strong competitor in the granulated field. Due to the death of H. C. Harris and poor health of Robert Harris, the firm was dissolved in the early 1900s.

The A. H. Motley Co. operated for many years in Reidsville and developed an important export trade, particularly in China. Its principal smoking tobacco was Dixie Queen, which was a strong competitor of Penn's Queen Quality and other popular brands. The Penn firm bought the brand and suppressed it. The Motley firm went out of business not long after this sale.

Other firms that operated for varying periods in the 1870s and 1880s in Reidsville were O. L. Bailey & Co., R. A. Ellington & Sons, and Denny-Lyle & Co., the latter manufacturing smoking tobacco.—Most of data supplied by Mrs. Bettie Sue Gardner, deputy collector, Internal Revenue, Reidsville.

Stoneville—R. T. Stone, who had been a member of the tobacco manufacturing firm of Joyce, Garrett & Stone (R. F. Joyce, T. J. Garrett) at Price (Grogansville), just inside the N. C.--Va. line in Rockingham County in the period 1885-96, moved to Stoneville and organized the firm of R. T. Stone & Co. (his brother, R. L. Stone, a partner) and manufactured chewing tobacco from 1896 to 1905. The plant was converted to a warehouse, now operated as the Stone wholesale grocery firm by Clarence T. Stone. W. P. Grogan & Co. was engaged in tobacco manufacturing at Price in those early years.

Madison—Penn & Pegram (Harry J. Penn, related to Reidsville Penns) manufactured tobacco in Madison around the period 1885-1903. The plant burned in later years. Also a Mr. Mangrum operated a tobacco factory in Madison around the period 1890-95. The factory was later used as a leaf house.

Yanceyville—C. D. Vernon & Co. operated a factory producing chewing and smoking tobacco in Yanceyville around the period 1880-90. It was located in front of a Baptist church. The plant was torn down and moved to Milton and there used as a distillery. J. A. Poteat, father of Dr. W. L. Poteat, long president of Wake Forest College, also manufactured tobacco in Yanceyville before the turn of the century. T. L. Williamson operated a small chewing tobacco plant near Yanceyville, probably in the 1880s. He moved to Winston and operated there until 1894, when his plant was taken over by Brown & Williamson which was organized that year with his son, Robert L. Williamson, as a partner. Still further back, a tobacco plant was operated, probably before the War Between the States, near Yanceyville by either the Longs or the Lees.—Data from Sterling Graves, Yanceyville.

Milton—This village was once a thriving tobacco manufacturing community. Three plants are listed as having been in operation there in the early 1880s: Thomas E. Cobb, Ottaway Hatcher, and R. E. Withers. A little later Reuben Miles Oliver, grandfather of Charles R. Oliver, of Reidsville Review, was manufacturing tobacco at Milton. Along then or soon afterwards Winsted & Winsted (Ed Winsted and his uncle) were manufacturing tobacco in Milton in a five-story building. During that period one factory was moved from Milton to Yanceyville and continued operation for a period.

GREENSBORO

Greensboro around the turn of the century, was a thriving tobacco market and manufacturing center, producing plug tobacco, cigars and snuff, industries which date back to around 1845. The plug and snuff activities disappeared completely, sales warehouses also disappeared for a number of years, to be revived during the past decade. Cigars, however, continue to be an important tobacco item in Greensboro, the only city in North Carolina in which cigar making continues in force. Only a few cigar plants, all small, are operated elsewhere in the State.

Reuben Dick was the first man recorded as a tobacco manufacturer in Greensboro, operating a plant producing cigars, snuff and plug tobacco on a site near the First Presbyterian Church. In 1859 Col. E. P. Jones, from Yanceyville, settled in Greensboro and began manufacturing plug tobacco in South Greensboro. He bought leaf from the few growers in Guilford County, among them Col. D. G. Neeley and Thomas Buchanan. Col. Jones manufactured about 250,000 pounds of tobacco in 1860, the first man to ship the product from Greensboro. In 1861, he had on hand more than 10,000 pounds, which the Confederate Government took over for the Army, paying him in bonds. This halted the activity, since no tobacco was grown, the few farmers left raising foods needed by the Army.

Again in 1874 Col. Jones opened a plant in the old Caldwell Institute and later in a brick building where the Gate City Laundry stands (or stood in 1904). He also operated a warehouse in which Col. Neeley, Mr. Buchanan and Thomas Donnell were the first to sell tobacco. In 1876 Eugene Morehead built a large warehouse on Ashe Street, about opposite Buchanan Street, but it was not a success and sales were discontinued. W. E. Bevill, in 1882, built the Farmers Warehouse and developed a good business which continued well beyond the turn of the century.

James W. Albright and David Scott opened the Star Warehouse in 1883 in the old Patriot office which stood where Rankin Brothers' store stands (stood in 1904) on South Elm Street. Houston Brothers bought this property and built a nice warehouse on the back lot on Davie Street, which continued for several years until it burned. Banner Warehouse was built on West Market Street in 1885 by J. Henry Gilmer & Co., operating successfully for several years under different managements. Mr. Hagan built Planters Warehouse at East Washington and Davie Streets.

Henry Wellington (Welly) Cobb, brother of John B. (Jack) Cobb, a vice-president of the American Tobacco Co., was manufacturing tobacco in Greensboro before the turn of the century, one factory, probably his, having been on the site of the O. Henry Hotel annex. He developed a hunting lodge later to become Sedgefield Inn.

A cigar factory operating in Greensboro was purchased around 1900 by the American Cigar Co., subsidiary of American Tobacco Co., and continued large operations until 1929, when it was closed out. H. W. Cobb also had an interest in this plant. Other leaders in the tobacco industry in Greensboro around that period and before were J. L. King, J. H. Whitt, J. F. Jordan, John Parker, Bray Brothers and W. E. Bevill.

In the 1905-10 period W. F. Clegg started the Clegg Cigar Co., operating for about 25 years, until the early 1930s. One of his popular brands was "Brown Betty". In 1915, John T. Rees started the El-Rees-So Cigar Co., operating it for a few years. It had hard sledding, went into bankruptcy and later was bought by Pennsylvania interests, operating until 1932, when it closed out. Meanwhile, Mr. Rees organized the Rees-Mitchell Cigar Co. in the early 1920s, continuing until 1926. Then Mr. Rees formed the El Moro Cigar Co., with Mrs. Rees and R. B. and F. W. Lloyd, operating a wholesale tobacco sales firm, as members of the firm. The two Lloyd families and Mrs. Rees are still operating the industry satisfactorily. (See El Moro item in this issue).

Another small but going firm is the Guilford Cigar Co., operated by Swannie Ingold for the past 10 or 15 years. Principal brands are "Big Henry" and "OK-Crooks", all hand-made by a few employees. A successful business for 20 years or more was the Dixie Cigar Co., owned by H. E. Holderfield. Products were "El Necco", "Van-Tampe" and "Rum-O-Crooks" cigars. Mr. Holderfield hand-made his cigars, putting in some machines two or three years ago. He died a year or more ago and the business was suspended. Foster Cigar Co., owned by Thomas Foster, made Van-Tampa and El Necco cigars, brands later taken over by Dixie Cigar Co. The firm operated for about five years, 1941-46.—Most data taken from "Greensboro 1808-1904" by James W. Albright, Atty. R. D. Douglas and El Moro folks.

STATESVILLE

Statesville became famous for its tobacco manufacturing plants in the last 25 years of the last century primarily as a result of the manufacture of Anti-Bellum smoking tobacco by J. H. McElwee, as well as through the activities of half a dozen or more important firms. In fact Statesville, even if in name only, still manufactures tobacco by proxy.

J. H. McElwee started manufacturing tobacco in the 1870s and continued until around 1933. In fact his firm was involved in a law suit with Durham manufacturers over the use of a bull on the label of Anti-Bellum smoking tobacco. This brand was in strong competition with Bull Durham and other popular brands for many years. Mr. McElwee also manufactured Indian Girl, a cheaper grade of smoking tobacco, which was started around 1925, and a few years before the plant closed, the firm was also manufacturing Indian Girl Cigarettes. In fact cost of equipment for cigarette manufacturing was probably one of the reasons why the plant closed a few years later. Most of the time the business was handled largely by Mr. McElwee's son, Thomas N. McElwee.

L. Ash (Ludwig, called Lou) operated a rather large plug tobacco manufacturing plant for a period of about 45 years, 1890-1935. He had a large four story brick building and produced probably 100,000 pounds of tobacco a year in his seasonal operation for six or eight months. Among his brands were Full Bloom, Choice, Select and Good Chew. His son continued the business until about 15 years ago. In fact members of the family still have Full Bloom manufactured by contract. Taylor Bros. in Winston-Salem did this job by contract for several years.

Adams-Powell Co. purchased the plant operated by Alf Turner, who had moved the plant to Statesville from River Hill. This firm, operating in a four story brick building, probably manufactured as much as 150,000 pounds a year during most of the period from 1900 to 1925. The building is still standing. Benjamin Ash & Sons operated for several years before the turn of the century, producing probably 100,000 pounds of chewing tobacco a year in a three-story frame building.

Irvin & Poston (George Irvin and Calvin Poston) operated in the 1890s a chewing tobacco plant in a four-story brick building, now a furniture plant.

Iredell Tobacco Co., operated by a Mr. Charles, manufactured chewing tobacco for a period in a three-story brick building. One of its brands was Iredell's Best. L. Harrill operated for a short time in the late 1880s, selling his plant to L. Ash. J. Stephany manufactured tobacco for a short time in the 1890s. H. Clark & Sons operated a chewing tobacoc plant in the late 1890s and early 1900s.—Data from M. E. Ramsey.

Mocksville—Brown Bros., composed of Rufus D. and Dr. William T. Brown, started the manufacture of tobacco in Mocksville in a plant in which the firm also operated a tannery. Later this firm moved to Winston and at one time in the 1880s was manufacturing more tobacco than was produced by the R. J. Reynolds Tobacco Co.

M. D. Bailey and his brother, R. P. Bailey, were natives and residents of Mocksville but moved to Winston and started Bailey Bros., a successful tobacco manufacturing firm for many years.

WILSON

Wilson did not remain long above the North Carolina tobacco manufacturing horizons, but this community cut a wide swath for a very few years soon after the turn of the century. Due to the personalities, incidents, productions and other factors this community was in the spotlight for a brief period before all manufacturing stopped and Wilson developed into one of the largest tobacco markets and processing communities in the State. Only two local firms were involved in these events and they were the only tobacco manufacturers ever to operate in Wilson, except for a small cigar hand plant operated for a brief period around the 1880s.

The Wells-Whitehead Tobacco Co. was organized around 1901-02 on the proverbial shoestring but within a year had attained extensive fame for its brand of Carolina Brights cigarettes and to a larger extent for its Carolina Bright and Coaxer smoking tobacco. The firm consisted of Stephen C. Wells and his brother, R. S. Wells, and H. G. Whitehead. The leaf stock and the organizing capital was only $15,000, but with this start they bought one small cigarette machine and by pooling additional funds, secured two or three others.

By its second year, the business was eminently successful and by the end of that year, the American Tobacco Co. had cast its eyes on the firm and soon after purchased control and the business for $150,000. The sale was kept secret and continued under its original name. All mail was handled addressed in plain envelopes to a fictitious name at a specified address in New York City. H. G. Whitehead, at about 25 years of age, was president of the company, S. C. Weeks was secretary-treasurer, and W. M. Carter was manager of the plant. Whitehead and Carter had established a few years before and were operating a leaf tobacco buying and processing firm, and decided that Wilson should also receive some of the profits from the manufacturing process.

However, the chief promoter of the business was Frank D. Ware. Mr. Ware, a promoter type of man with some tobacco experience and ambitious ideas, probably came from Virginia. For a time he was in Winston and while there attempted to organize a tobacco manufacturing firm in nearby Thomasville. This effort failed and he visited Wilson and struck fertile soil. When the Wells-Whitehead Tobacco Co. resulted, he became factory manager and cigarette producer. Probably a year after this business started, he pulled out and carried with him a former salesman of the company to form the Ware-Kramer Tobacco Co. They produced another popular brand of cigarettes in that period —White Rolls. Some time after this firm started and stopped, Ware brought suit against the American Tobacco Co charging unfair methods of competition. The Ware-Kra-

mer firm was awarded nominal damages. Before the American Tobacco Co. had bought Wells-Whitehead Tobacco Co., it had begun to smart under the competition offered by Carolina Brights and tried to overcome it by starting another brand, Virginia Brights, manufactured in Virginia.

Soon the American closed up Wells-Whitehead Tobacco Co. and withdrew from that area. Meanwhile, the Ware-Kramer Tobacco Co. was sold and soon folded up. Mr. Ware later went to some of the West Indies Islands, probably Jamaica. Mr. Whitehead, the more active of the Wells-Whitehead owners, turned again to buying and processing leaf tobacco and continues to operate as such under the firm name of Whitehead & Anderson. Wilson today is one of the largest centers in the State for sales warehouses and processing plants including one or both of stemming and redrying operations.

An interesting incident in connection with the Wells-Whitehead Tobacco Co. is that about the time it was purchased by the American Tobacco Co. Percival Smith Hill was sent to Wilson to look after the interest of the American. Previously he had handled certain phases of operation of the Bull Durham plant which the American finally secured after it had passed through other hands. Mr. Duke later claimed that Mr. Hill was his "find". It was not long before Mr. Hill was made vice-president of the American Tobacco Co. and after its dissolution in 1911 became and remained president of the American for many years. He was succeeded as such by his son, George Washington Hill.—Data from H. G. Whitehead, president of the company.

Wilson, one of the early markets in the New Bright Belt, began tobacco sales in 1890, when the first warehouse was built and operated by Woodard & Bobbitt, later enlarged and still in operation. Since then it reached the point of asserting that it is "the greatest tobacco market in the world". Within its limits are some 18 tobacco warehouses and some 10 or 12 processing plants, operated by the principal buyers and numbers of smaller dealers.

Rocky Mount—Amelia Stone, owner of Stone Tobacco Co., Rocky Mount, manufactured both chewing and smoking tobacco for several years around the turn of the century. His chief smoking brand was "Stone's Mixture".

RALEIGH

The Capital City did not go in strong for tobacco, but did have a few manufacturers and also operated three or four warehouses for leaf sales from 1884 until after the turn of the century. Fuquay-Varina and Wendell have operated sales warehouses for many years, as did Zebulon until the market closed in 1932.

James E. Pogue, who was operating a factory in Henderson in 1881-2, moved his plant to Raleigh later and operated it for many years, until his death. Three cigar manufacturers operated in Raleigh for varying periods. Plumadore & Green operated in the early 1880s, probably briefly. J. M. Norwood made cigars by hand with a few workers for several years, around the 1900-10 period in a small backyard building. Garcia Cigar Co. operated by a Cuban, ran for a year or two, 1925-26, in the Lightner Building.

Raleigh became a tobacco market Sept. 26, 1884, when the Pioneer Warehouse was opened by W. C. Stronach & Co. at formal ceremonies at which Governor Jarvis spoke and hundreds of visitors were present. It was successful. A second, Capital Warehouse, was opened by T. N. Jones & Co. less than two months later. Two days before Christmas, 1884, the third was built at Bloodworth and Davie Streets by Capt. T. L. Love and leased to Moore & Proctor. This lease was sold later to E. R. and W. H. Aiken, from Granville County. This was Farmers Warehouse.

In April, 1885, W. C. Stronach built a larger and finer warehouse and it was operated for a few months, then closed. It was opened and operated by O. H. Foster & Co. as Foster's Warehouse. Again it closed, and then an experienced tobacco man, Thomas B. Moseley, from Durham, took it over and operated it successfully as Stronach's. The Raleigh market then was handling about 3,000,000 pounds of leaf. One prize house, built by Latta & Myatt, was operated by Reid & McGee. Lipscomb & Faison, tobacco buyers, filled several buildings and floors with leaf.

The prediction in 1887 that Raleigh would become "the greatest tobacco centre on earth" failed, and all sales and processing of leaf finally disappeared.

Kittrell—This former metropolis, now a mere shadow of its former self, once had 15 different tobacco factories. That number was listed in an 1881-2 directory. Probably about the same time the Kittrell Springs Hotel was flourishing and the community was a gathering place for the well-to-do for rest and diversion. Kittrell even had more tobacco plants than its present thriving neighbor, Henderson, which had nine factories. Sales warehouses and tobacco processing plants are operating in Henderson now.

Yadkin County had more than 20 factories in the last quarter of the last century, extending up into the present century, most of them small, working from 10 to as many as 50 employees, and all operating six to eight months in the year. A directory in 1881-2 showed 16 plants, two in Yadkinville, four in Huntsville, two in Jonesville, four in East Bend, and one each at Richmond Hill, Boonville, Mount Nebo and Hamptonville.

Two of the Huntsville manufacturers later moved to Yadkinville. J. D. Hamlin moved in the mid-1880s and later the firm became Hamlin & Dunnagan, operating until about 1905. Chewing and smoking tobacco were produced, "Bachelor's Delight" the principal smoking brand. W. L. Kelly also moved to Yadkinville, continuing his plant until the early 1900s. Hauser Bros. operated a small plant at Yadkinville around the turn of the century. J. E. Zachary built and operated a small plant for several years, until around 1910, in Yadkinville.

At Jonesville, Gwyn, Wood & Co. and J. F. Bryan had plants. Warwick W. Wood manufactured a chewing tobacco, named "Old Oaken Bucket", and packed in a bucket-shaped container. He later moved to Winston and operated as W. W. Wood & Co., selling later to R. J. Reynolds Tobacco Co. He was the father of Word H. Wood, long head of the American Trust Co., Charlotte. William Reeves later operated a plant in Jonesville, probably taking over the Gwynn, Wood building.

In 1881-2 at East Bend four firms were listed, A. Horne, J. Henry Jenkins, Martin & Glenn and William Y. Poindexter. Mr. Jenkins, operating around 1880 to 1889, sold his plant to John A. Martin. His sons, James and Robert Jenkins, formed Jenkins Bros. Shoe Co., Winston-Salem, now the Alexander Apartments building. Otis Wade operated a small smoking tobacco plant and Morse & Wade (Thomas E. Morse) operated a tobacco bag stringing agency and also manufactured a smoking tobacco packing machine. Later Mr. Wade moved to South Carolina and continued to make smoking tobacco for several years.

Boonville had two tobacco plants. Abner Davis & Co. operated a plant for several years, starting in the early 1880s. Around 1890 Isaac Shugar started manufacturing tobacco continuing for about a decade. Both produced chewing tobacco.

Stokes County—Stokes County had 22 factories in 1881-82. Some later W. W. Dodd, at King, manufactured a chewing tobacco brand he called "Dodd's Damdest".

Surry County—Surry boasted 25 factories in 1881-2. Sparger Bros. had a large plant in Mount Airy, and three miles away at Green Hill was the Patterson Tobacco Co. plant, a four-story building later used by H. O. Woltz for storing two million gladiola bulbs. Henry Snow had a plant in Dobson in the 1890s.

TOBACCOLAND, U. S. A.

"Tobaccoland, U.S.A." artistic publication of Liggett & Myers Tobacco Co., was first issued in large magazine form in 1940. The current issue is the 14th edition. In colors, it depicts the activities in raising, priming, curing, sorting, marketing, processing, packing and manufacturing the leaf into its various products, cigarettes, smoking and chewing and others. Pictures are numerous, including the modern Liggett & Myers plants and laboratories. The publication announces that it is used in the Library of Congress and as a textbook in schools and colleges and for study and research in agriculture, geography, political economy and other subjects.

N. C. Developed Tobacco Machinery, Equipment, Supplies

Important machinery, equipment and supplies for the tobacco industry have been developed in North Carolina through the inventive genius and organizing capacity of many North Carolina citizens. As a result of such activities several large auxiliary firms have been organized and developed and many contributions have been made to inventions developed in this state for producing, packing and shipping tobacco products.

Chief among the corporations is the American Machine & Foundry Co. in New York and chief among the inventors was Rufus Lenoir Patterson, a young man from Salem, N. C., who founded this firm and made millions of dollars out of the machinery he invented, developed and marketed to aid in the manufacture of tobacco products. Mr. Patterson completed the development started by him and William H. Kerr of Concord of the "Automatic Packing and Labeling Machine" in the Bull Durham plant in Durham around 1880. Later he invented and developed an automatic cigarette packing machine and still later perfected a workable cigar making machine. Mr. Patterson's research and study had been underwritten by General Julian S. Carr of W. T. Blackwell & Co., Durham, but after a short time, as his achievements became known, James B. Duke secured his services and entered into an organization which meant millions of dollars for them and many million of dollars saved and made for the tobacco industry of the country. At 27 years of age Mr. Patterson became vice-president of the American Tobacco Co. —(See article on American Machine and Foundry Co. next page.)

Richard H. Wright, an important tobacco figure in Durham, established the Wright Machinery Co. there in 1893, producing tobacco packing machines. He had been engaged in tobacco manufacturing for several years. In 1875 he was producing Orange of Durham smoking tobacco and by 1880 had one of the largest plants in Durham. During that year he bought Washington Duke's interest in W. Duke & Sons Co., a partnership, and became outside salesman. Mr. Wright worked out novel advertising stunts, visited 27 foreign cities in 19 months, and popularized the new cigarette made by his firm. In 1885 he sold his interest to its former owner, Washington Duke. Soon Mr. Wright turned his attention to smoking tobacco machinery and organized the firm which his nephews, Richard and Thomas, enlarged and expanded. Recently it was sold to The Sperry Corporation. (See article page 103).

John L. Jones, Oxford, was one of many other North Carolinians making contributions to machinery for tobacco manufacturing. Early in 1873 he patented a machine for making plug tobacco on the endless chain principle. Warrick W. Wood, Winston manufacturer, soon afterwards, announced the invention of a machine for packing plug tobacco. Lafayette and James B. Smith of Danbury, Stokes County, contributed much to the industry by inventing and patenting iron "shapes" for manufacturing plug tobacco. Henry C. Hatcher, Milton tobacco manufacturer, invented a better plug shaping machine in the 1880s which was generally used in the 1890s. Around 1880 James R. Lawrence of W. T. Blackwell & Co. invented a "Smoking Tobacco Packer" which proved an important step in the production and success of Bull Durham smoking tobacco. This machine was manufactured and sold by (J. R.) Lawrence & (S. R.) Carrington in Durham.

After Elisha Slade and his young negro slave, Stephen, accidentally discovered a method of curing tobacco with charcoal which gave a bright yellow color to the leaf on his farm in Caswell County in 1856 thus starting this method of curing in the Bright Belt, many improvements were made in processing tobacco on the farm. Soon after the flue system was developed. Upton Thomas Bowden from South Boston, Va., moved to Caswell County in 1871 and soon moved to Oxford where, in 1872, he received a patent for the "Bowden Flue". Apparently this flue was manufactured later in Company Shop (Burlington). James Morgan Smith of Milton, Caswell County, patented a "tobacco dryer" in 1873 which was an improvement on Bowden's and soon was used generally. T. B. Lyon, Jr., Durham, became an important flue producer around 1875 and "Dick's Patented Flue Furnace" eventually was manufactured in Greensboro.

An important step in growing tobacco was reached in the early 1880s when it was discovered that canvas stretched over the tobacco plant bed saved the small plants from the flea beetle or fly and also protected them from late frost. In the early 1880s Samuel Garard, a planter near Durham, secured patent rights on such a plant protector. Later, J. W. Tatem, a Durham merchant, secured patent rights and sought a monopoly in the production of this plant bed canvas. For his activities, he was given the title of "Bug Tatem", by which name he was called the rest of his life. E. J. Parrish, Durham, was another producer of plant bed cloth.

Another side industry which developed in connection with the manufacture of smoking tobacco was the production of tobacco bags in which to pack it. This activity was carried on for several years as a department of the factory. In 1899, however, the Golden Belt Manufacturing Co. was organized in Durham and began manufacturing bags as well as the print cloth from which the bags were made. This firm also produced bags for shipping small machinery parts. Also it now prints the brands and other data on the paper from which the cigarette packages are made.

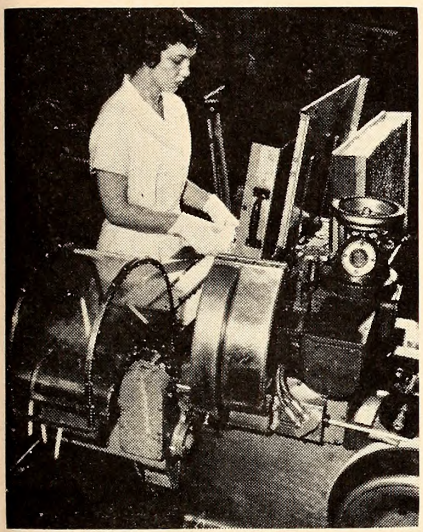
An important recent addition to a side industry was the organization in the years before World War II of the Ecusta Paper Corp. at Pisgah Forest. (See article on Ecusta page 81).

American Machine Produces Tobacco Industry Equipment

By WILLIAM N. McDONALD, III, *Public Relations Assistant to the Vice President, American Machine and Foundry Co.*

Recently American Machine and Foundry Co., world's largest manufacturer of tobacco machinery, established an engineering research laboratory in Raleigh to bring about closer cooperation with cigarette manufacturers in the design and testing of new processing equipment.

While today creating and producing electronic and mechanical products for a number of industries and the Armed Forces, AMF still considers the tobacco industry its prime customer and chief beneficiary of its engineering. The setting up of the new research laboratory is another step in this scheme.

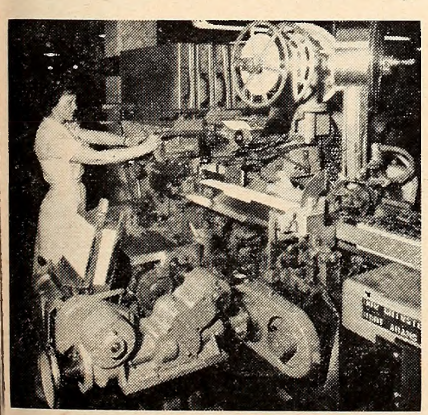


Catcher end of cigarette machine showing location of measuring electrodes. Machine is making cigarettes and microfeed regulator is weighing and kicking out off-wcight cigarettes.

In the words of Morehead Patterson, chairman of AMF's board of directors and president of the company, the laboratory is an "on the spot" operation in the heart of the tobacco products' region to facilitate better field test study of new developments for the industry before the production design stage. "Closer association with operating personnel of the manufacturers," he says "will also serve to step up research into all aspects of instrumentation and electrical control in the manufacture of cigarettes."

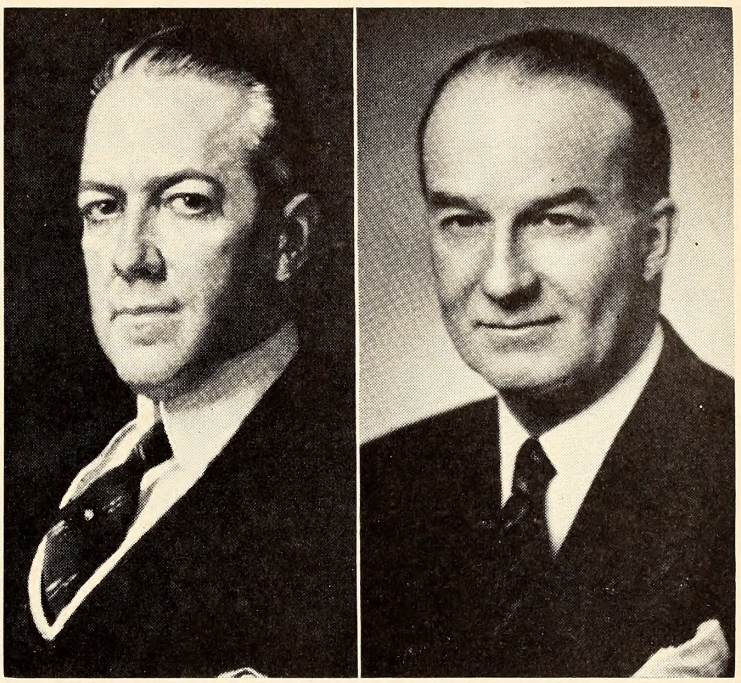
R. L. PATTERSON, INVENTOR

First president of American Machine and Foundry Company and one of its founders in 1900 was Rufus Lenoir Patterson II. He was born in Salem, N. C., on June 11, 1872, the son of a North Carolina lawyer-planter. Mr. Patterson gave up formal schooling at the age of 15, worked a short while for a railroad, then spent a year studying science at the University of North Carolina.



Latest model AMF Cigarette Packer packs 135 packs a minutes.

He left the University to associate himself with a North Carolina inventor, William H. Kerr, who manufactured a machine to make tobacco bags. In 1891, Mr. Patterson went to England to introduce the Kerr machine, and he remained there two years studying machine design.



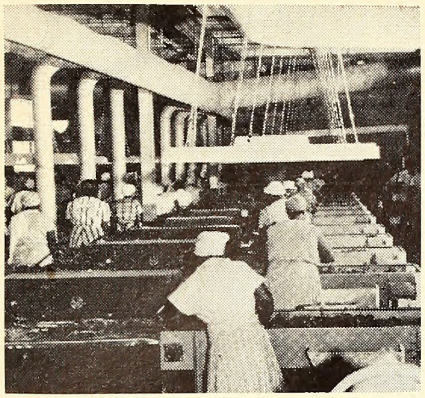
RUFUS L. PATTERSON MOREHEAD PATTERSON

Father, left, founder and president for many years of American Machine & Foundry Co., and son, right, present president of this far-flung tobacco machinery organization. Father native of Salem; son native of Durham.

On his return, he began to experiment with tobacco handling machinery. At the age of 26, he perfected a complicated new machine which did automatically what had previously required four separate machines. The new machine, known as the



Installation of latest model AMF Standard Cigarette machines, each capable of making 1250 cigarettes a minute.



Battery of AMF leaf stemmers, separators and stemmer-separators.

Patterson Packer, weighed, packed, labeled and stamped smoking tobacco.

FOUNDER AND PRESIDENT

By the time he was 28, Rufus Patterson was the foremost authority on tobacco machinery in the United States. His leadership in the field made him the logical choice for president of American Machine and Foundry Co. The new firm was organized under the laws of the State of New Jersey on March 26, 1900.

AMF's contributions to the technological progress of the tobacco industry have been important and manifold. The year 1908 was a major milestone in AMF history, for it saw the introduction of three important items of automatic tobacco processing equipment. One was the Standard Tobacco Stemmer, which performed mechanically the heretofore laborious and costly manual operation of removing the stems from leaf tobacco.

Also that year AMF made what has perhaps been its greatest contribution to the cigarette industry in the Standard Cigarette Machine. This machine manufactured cigarettes in an endless rod of paper-wrapped tobacco, cutting it into standard cigarette lengths at the then rapid rate of 300 cigarettes a minute. Today's model of this machine produces cigarettes at the rate of 1,250 a minute.

CIGAR-CIGARETTE MACHINES

Almost simultaneously with the cigarette machine, the company put on the market the Cigarette Pouch Packer which, for the first time, packaged cigarettes automatically. Its output was 45 packs a minute. The 1951 AMF Standard Cigarette Packer operates at a speed of 135 packs a minute.

The ingenuity of Rufus Patterson brought about the mechanization of the cigar industry in 1918 after years of trial and error in the development of a machine which would automatically manufacture cigars. While the tobacco stemmer and cigarette machines were being developed in the early years of the century, AMF was concurrently working for International Cigar Machinery Co. on a machine which many tobacco men declared to be an outright impossibility—a machine to make cigars.

On January 14, 1901, International Cigar Machinery Co. was organized to specialize in the development of machinery for the cigar industry. The late Rufus Patterson was elected head of the company which eventually became an AMF subsidiary.

IMPROVED STEMMING MACHINE

This development process took years of difficult experimentation and the expenditure of $8,000,000. Finally, on November 19, 1918, six newly-developed long filler cigar machines were installed in the plant of the Puerto Rican-American Tobacco Co. for testing. The machines were successful and today more than 5,000 cigar machines are in operation. Machine speed of today's long-filler cigar machine is 13 cigars per minute. The machine can be adapted to manufacture several hundred types and sizes of cigars by modification of operating elements.

Through the years AMF added other equipment to make other contributions to improving further the processing of tobacco. Its present-day 4-16 Stemming Machine handles a continuous flow of whole leaf and can stem more than 6,500 pounds of U. S. leaf in eight hours. The AMF 4-18 Standard Separator achieves separation of tobacco strips of any size at a rate of from 1,000 to 2,500 pounds per hour. Combined stemming and separating within a single unit, the new AMF 4-19 Standard Stemmer-Separator produces a high yield of clean strip while automatically collecting and discharging all dust and sand.

NEW TYPE TOBACCO CURER

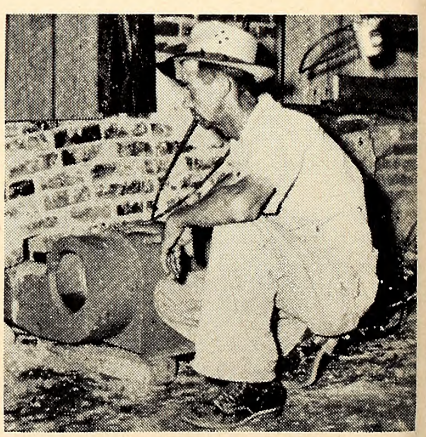
Two years ago AMF brought on the market a new type of tobacco curer known as the AMF Jet Tobacco Curer. Employing the basic principles of jet combustion, it enables the tobacco farmer to cure his tobacco at less cost since it uses home-type fuel oil as against higher-priced kerosene consumed by most other tobacco curers.

AMF's most current development for the tobacco industry is an item of electronic equipment known as the Microfeed Regulator and Rejector. Designed to serve as an attachment to the AMF Standard Cigarette Machine, the new product controls cigarette weights electronically thereby permitting the manufacturer to get better uniformity in cigarette production.

MOREHEAD-PATTERSON TOWER

Widow of the late Rufus Patterson, Mrs. Patterson, now living in New York, was Miss Margaret W. Morehead of Durham, N. C. A memorial to the Morehead and Patterson families, the bell tower on the campus of the University of North Carolina at Chapel Hill, was presented jointly by the late Mr. Patterson and John Motley Morehead, cousin of Mrs. Patterson. Mr. Patterson also gave a wing of the Three Sisters building at Salem Academy in memory of his

(Cont. on page 111)

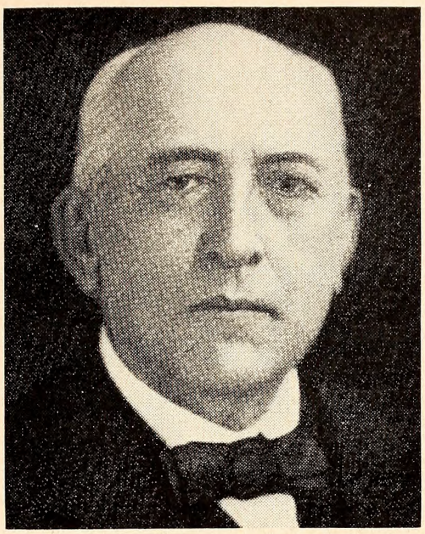


Jet tobacco curer of AMF installed outside a N. C. tobacco barn. Its jet combustion fires from No. 2 oil are said to save 30 percent of curing cost.

Wright Machinery Co. Makes Tobacco Industry Machinery

By JOHN L. MOORHEAD, *Harvey-Massengale Co., Inc., Durham*

Wright Machinery Co., of Durham, one of the nation's oldest suppliers of automatic packaging machinery for the tobacco industry, was founded in 1893 by the late R. H. Wright.



R. H. Wright, founder in 1893 of Wright Machinery Co., Durham, Important Maker of Machinery for Tobacco Industry.

Wright established the company for the purpose of introducing in America a machine which automatically packaged smoking tobacco. Success of the initial installations led to the machine's general acceptance and soon practically every smoking tobacco, except granulated types which could remain fresh in a bag, was being sold in machine-wrapped packets.

Meantime, Wright and his associates continued to seek improvements on the original machine and to design still other tobacco packaging, labeling and stamping machinery.

Today, Wright machines are used by a steadily growing number of industries other than tobacco, but the company maintains a prime interest in tobacco and throughout the years has retained its North Carolina flavor. For example, the president and chairman of the board of The Sperry Corporation, of which Wright Machinery Co. is now a subsidiary, is Thomas A. Morgan, native of Henderson, N. C.

Wright's pioneer work in tobacco equipment has served as key background for the company's machines used by other industries. The experience gained in developing machines for tying bags of "Duke's Mixture" and other bagged tobaccos was invaluable in the development of the first commercial tea bag machines. Because of Wright's experience in developing machines which applied revenue stamps to tobacco pouches and tins, the firm was encouraged to build machines which automatically apply revenue stamps to liquor bottles.

More recently, Wright marketed weighing machines which incorporate for the first time the principle of "positive displacement" and permit a degree of accuracy at high speeds superior to conventional beam or spring scale weighers. These new type weighers are known as "Hy-Tra-Lec" and have been hailed by packaging experts as one of the century's most significant advances in weighing engineering. Hundreds of the machines are now used throughout the world. Here again, Wright's early work with the tobacco industry provided a solid background.

Wright has repaid, in part at least, the debt it owes to the tobacco industry and to North Carolina, by helping prove to the nation at large that Southern workmen are capable of doing high precision machine work.

This came about during World War II when Wright expanded its facilities and personnel and converted to the production of precision instruments for the Armed Services. Wright's outstanding record indicated that work of this nature could be performed in the South as well as it was done in more established industrial Eastern and Middle Western industrial centers. Since that time other precision manufacturing plants have located in the South, including North Carolina.

Today, Wright is again turning a portion of its facilities to defense production. The flavor of tobacco, however, still remains and a visitor to the company's plants in Durham is impressed with the large quantity of machines now being produced there for one of the major tobacco companies.

President John B. Wilson commented, "Wright and tobacco grew up together; they intend to stay closely allied."

Golden Belt Makes Tobacco Bags, Print Cloth in Durham

Golden Belt Manufacturing Co. of Durham began its corporative existence in 1899 but its actual beginning dated back some 30 or 40 years when the smoking tobacco business in Durham was in its infancy although tobacco bag making had been an adjunct of the tobacco industry.

From its beginning it developed into an important phase of the industry in the late 1870s and early 1880s when increasing quantities of Bull Durham Smoking Tobacco were being distributed nationwide and beyond by W. T. Blackwell & Co. Bags in which this tobacco was packed were made for many years in extra space in the factory and for many years in the basement.

Incidentally, stringing tobacco bags for several years before and after the organization of the Golden Belt Manufacturing Co. was an important rural industry. Tobacco bags in sacks of hundreds and thousands were distributed through a dozen or more agencies to many thousands of homes in central and northwestern North Carolina, covering some 30 or 40 counties. Balls of yellow twine were distributed

with them and the process of stringing the bags was carried on by members of many thousands of North Carolina families. Although the pay for stringing bags was low, it actually meant the difference between hunger and sufficiency of daily food and proved a Godsend to many thousands of rural families. This work was varied later by the looping of the little cardboard tag in the string. This important rural industry finally disappeared less than two decades ago when machinery was developed and took over the operations.

Golden Belt Manufacturing Co. was incorporated in 1899 by the late General Julian S. Carr, important business and industrial figure in Durham for many years and a part owner at the time of W. T. Blackwell & Co. Thomas B. Fuller, cousin of W. W., Frank, and Jones Fuller, became president and was actually in charge of the business until he resigned in 1920 and died three years later. He was succeeded by G. W. Hundley, Sr., who served as active head of the business until his death in 1939. He was a brother of J. Camden Hundley, now manager of the Durham plant of Liggett & Myers Tobacco Co.

J. M. McNutt, who started with the Corporation in 1906 as manager of the stringing agency in South Boston, Va., later joined the firm in Durham, moving up through the ranks and becoming president in 1939, a position he continues to hold. Other officers, in addition to President McNutt, are G. R. Parks, vice-president, H. L. Hilyard, treasurer, John W. Hanlon, secretary, and C. M. Davis, assistant secretary and assistant treasurer.

After its incorporation, the Golden Belt Manufacturing Co. operated for two years in rented quarters while its plant on East Main Street was being planned and constructed. In this new plant, since enlarged, the manufacture of print cloth, from which the bags are made, was started and the Textile Plant has continued as an important part of the activities. The plant now supplies the tobacco trade the smoking tobacco bags and also manufactures parts bags for shipping bolts, nuts, and other small mechanical parts. After cigarettes became a more important tobacco product, Golden Belt began printing the cigarette wrappers and now supplies The American Tobacco Co. with a part of its requirimenets in which cigarettes are wrapped. The plant normally employs about 600 workers in all of its activities.

After W. T. Blackwell & Co. was acquired around the turn of the century by the American Tobacco Co., the Golden Belt Manufacturing Co. became a subsidiary of the American Tobacco Co., and has continued as such, although it supplies smoking tobacco bags to the tobacco industry generally. Golden Belt for more than 50 years has been an important adjunct to the tobacco industry and to the economy of Durham in which it has operated.

Directory Lists 295 N. C. Tobacco Factories in 1881-82

North Carolina had 295 tobacco factories in operation in 1881-2, according to a directory published in the United States Tobacco Journal, Oscar Hammerstein editor. In her book "The Bright-Tobacco Industry, 1860-1927", published by the University of North Carolina Press, 1948, Annie M. Tilley reproduces this list, placing the plants in their respective counties. The list follows:

Forsyth (27)—Winston-Salem (18)—Bitting & Whitaker, Brown & Bro., Brown Bros., Bynum, Cotton & Jones, Martin Grogan, Hairston, Grogan & Co., P. H. Hanes & Co., D. R. Leak & Son, Ogburn, Hill & Co., R. J. Reynolds, W. P. Reynolds, H. Scales, H. Subbett, Winston Smoking Tobacco Co., W. W. Wood, Hairston & Fay, E. F. Hall, C. Hamlin & Co.; Salem Chapel (2)—G. H. Crews, Reuben G. Crews; Kernersville (2)—R. B. Kerner, J. L. King; Bethania (2)—O. J. Lehman, C. R. Orrender; B. S. Brown, Belew Creek; J. F. Fare, White Road; N. D. Sullivan, Walkertown.

Durham (12)—Durham (11)—W. T. Blackwell & Co., J. R. Day & Bro., W. Duke, Sons & Co., Durham Tobacco Co., R. T. Faucette & Co., Lucius Green, Hunt & Thomas, Isaac N. Lenk, Z. I. Lyon & Co., R. F. Morris & Son, W. S. Roulhac & Co.; William Lunsford, Flat River.

Rockingham (27)—Reidsville (10)—D. Barnes, J. S. Dalton, A. H. Motley, S. C. Penn, R. P. Richardson, Jr., H. Sampson, R. W. Smith, J. N. Watt, T. F. Williamson & Co., Williamson & Vernon; Leaksville (6)—Dillard & Moir, Dyer & Millner, C. W. Guerrant, J. B. King, L. J. Martin, C. A. Reynolds; Madison (5)—J. Z. Dalton, G. W. Webster, W. A. Webster, R. D. Williams, and S. B. Ziegler; Wentworth (3)—J. B. Ellington, L. B. Hall, R. A. Ellington & Sons; Stoneville (2)—W. P. Grogan, R. H. Lewis; Henry Snow, Aspen Grove.

Iredell (9)—Statesville (3)—Julian Allen, Calvert & McKee, John F. McKee; Eagle Mills (3)—N. T. Cooper, Dalton & Kennedy, Gaither and Colvert; J. L. Calvert, Williamsburg; Peter Claywell, Snow Creek; Alf Turner, River Hill.

Davie (29)—Mocksville (7)—Booe & Payne, George M. Foster, Gaines, Davies & Sons, T. H. Gaither, H. B. Howard & Sons, Robert Jordan, Kelly & Stewart; Smith Grove (5)—Bailey & Dulin, Chaplin & Howard, M. Kimbraugh, John Taylor, William M. Taylor; Fulton (4)—William T. Ellis, John H. Peebles, Robertson & Howard, Robertson & Taylor; County Line (3)—D. L. Dyson, John M. Foster, J. H. Tatem; Calahaln (2)—A. A. Anderson, Charles Anderson; Cana (2)—Booe & Furchess, Ebenezer Frost; Fork Church (3)—Spencer Chaplin, James M. Hendricks, Asbery Howard; Ellis & Ward, Elbaville; Farmington (2)—C. A. Hartman, E. Johnson.

Yadkin (16)—Yadkinville (2)—J. Conrad Danthill (probably Douthitt), William K. (L.) Kelly; Huntsville (4)—G. W. Burwis (probably Burrus), J. D. Hamlin, Squire Boone Harding, T. A. Steelman; Jonesville (2)—J. F. Bryan, Gwyn, Wood & Co.; East Bend (4)—A. Horn (Horne), J. H. Jenkins, Martin & Glenn, William Y. Poindexter; Claywell & Bros, Richmond Hill; Abner Davies & Co., Booneville; Albert Ireland, Mt. Nebo; I. L. Reaves, Hamptonville.

Vance (25)—Kittrell (15)—George W. Averill, James Beckham, E. G. Blacknall, O. W. Blacknall, William H. Blacknall, Wiatt Bradford, Capehart, Davis & Co., Charles Cawthorne, Hilliard Cook, D. B. Duke, Carter H. Gay, P. F. Gordon, Phil B. Key, David Pool, Stephen A. White; Henderson (9)—William Daniel, Isaiah Fuller, W. E. Gary & Co., W. H. Hughes, Jr., W. L. Meadows, Perry Bros., James E. Pogue, William Richardson, N. G. Whitfield; H. H. Jenkins, Williamsboro.

Granville (22)—Oxford (9)—C. R. Blackley, Cooper & Williams, Alph Dement, Robert E. Elliott, William P. Harris, C. P. Hester, Alb Hobgood, J. W. Hobgood, Daniel Osborne; Wilton (9)—James Fuller, M. W. Jenkins, Eveston Mitchell, J. W. Mitchell, James L. Mitchell, William A. Mit-

chell, Eugene Morris, John E. Purgason, Lewis Strothers; Tally Ho (2)—Alexander H. Bragg, Sol Mitchell; W. W. Cozart, Dutchville; James B. Elliott, Young's Cross Roads.

Surry (25)—Mount Airy (12)—G. W. Ashby, J. L. Ashby, Brower & Co., J. H. Fulton, J. R. Gilmer, R. L. Gwynn, William Haines, Robert Hithes, Jr., G. M. Mitchell, W. E. Patterson, L. F. Smith, B. F. Sparger; Pilot Mountain (3)—Virgil Boyles, E. W. Culler, Daniel Marion; Rockford (2)—G. M. Burrus, Harden Holyfield; Siloam (2)—O. E. Marion, R. E. & M. C. Reeves; State Road (3)—R. C. Hanby, J. T. Murray, James H. Maxwell; John H. Dix, Tom's Creek (location in Surry questioned); W. R. & R. A. Doss, Copeland; R. W. Foard & Sons, Elkin.

Stokes (22)—Germanton (5)—Samuel Blackburn, W. A. Chaffin, G. W. Nichelson, S. F. Slate, N. G. Westmoreland; Walnut Cove (2)—W. P. Covington, Spencer Isom; Wilson's Store (4)—J. T. Green, Daniel Kiser, James H. Leak, J. H. Vaughan; Danbury (3)—Asa Neal, John Neal, A. M. Simpson; Francisco (2)—Davis Smith, Milton Smith; D. N. Dalton, Dalton; J. A. Fare, Prestonville; William S. Franz, Westfield; D. S. R. Martin, Ayersville; J. W. Preston, Prestonville; J. S. Rierson, Sauratown.

Orange (7)—Hillsboro (6)—L. C. H. Brown & Co., H. P. Jones & Co., L. H. Lambeth, E. H. Pogue, Webb & Co., J. Y. Whitted; J. M. Corbin, Chapel Hill.

Person (7)—Woodsdale (2)—Larkin Brooks, R. U. Brooks; Mount Tirzah (2)—J. I. Cothran, J. H. Gooch; Roxboro (3)—J. S. Long, William C. Satterfield, W. H. Winstead.

Rowan (6)—Saiisbury (4)—Booe, Payne & Lunn, Keene & Kennedy, James B. Lanier, Payne, Lynn & Co.; South River (2)—J. B. Foard, William H. Hobson.

Wilkes (5)—Newcastle (2)—J. S. Green, Green Bros.; George B. Reeves, Roaring River; William H. Reeves, Wilkesborough; Isaac Taylor, Roaring Gap (River?).

Catawba (10)—Hickory (9)—P. H. Abernethy, Cobb & Son, Hall & Daniel, George C. Lanier, H. C. Latta, A. W. Marshall, Nicholas Martin, Martin & Warren, Tomlinson & Harris; L. W. Cochran, Catawba.

Buncombe (7)—Asheville (6)—M. J. Fagg, H. C. France, Holmes & Cherbrough, John E. Ray & Co., Ray, Miller & France, Shelton, Jordan & Worth; C. W. Beale, Arden.

Caldwell (3)—Lenoir (2)—William P. Bell, R. M. Tuttle; Little, Coffee & Puett, Collettsville .

Cleveland (3)—Shelby (2)—J. W. Gedney & Co., D. D. Smith; James G. Bland, Mooresboro.

Guilford (6)—High Point (2)—O. S. Causey, W. P. Pickett; Thomas M. Angel, Bruce Cross Roads; Jones Bros., Greensboro; Hubbard Parrish, Summerfield; R. H. Stanley, Battle Ground.

Caswell (4)—Milton (3)—Thomas E. Cobb, Ottaway Hatcher, R. E. Withers; C. D. Vernon, Yanceyville.

Alamance (4)—J. D. Corbin, Company Shops (Burlington); J. H. & T. H. Fowler, Mebane (sville); J. W. Lea, Pleasant Grove; S. G. McLean, Graham.

Mecklenburg (4)—Charlotte (4)—James Heineman, D. R. Leak, R. M. & R. E. Miller, Miller & Leak.

Wake (2)—A. L. Page, Cary; John H. Rogers, Apex.

Cumberland (1)—Allen & Whitted, Fayetteville.

Franklin (2)—Franklinton (2)—Hy. A. Bobbitt, R. R. Holmes.

Robeson (1)—James Bodenhamer, Shoe Heel.

New Hanover (1)—Cape Fear Tobacco Co., Wilmington.

Davidson (1)—Dale & Jordan, Yadkin College.

Randolph (1)—Mc. K. Gray, Bush Hill.

Halifax (1)—Joseph H. Lawrence, Scotland Neck.

Craven (1)—Miller & Walker, New Bern.

Hertford (1)—David A. Owen, Winton.

Lenoir (1)—Amos Harvey, Kinston.

Greene (1)—Yancey T. Ormond, Ormondville.

Rutherford (1)—A. Lynch, Green Hill.

State College Helps Tobacco Growers in Principal Crop

By R. R. BENNETT AND S. N. HAWKS, *Extension Tobacco Specialists, N. C. State College*

Tobacco is the foremost cash crop in North Carolina. It accounts for more than half of the total cash farm income for the farmers of the state. In 1950 there were 636,000 acres planted to flue-cured tobacco, 9,540 acres were planted to Burley tobacco, and 150 acres were planted to Aromatic tobacco. This acreage of tobacco sold for about $477,000,000. The crop has a far-reaching effect on the economy of the State.

Tobacco is produced by about 135,000 land owners in North Carolina. There are in addition thousands of families who depend on their income from work in the tobacco factories, curer manufacturing plants, textile plants making tobacco twine and tobacco plant bed canvas, insecticide and fungicide plants, farm equipment plants, producing fuel (coal and oil) for curing, manufacturing fertilizers for the production of tobacco, etc.

From the grower's standpoint, the soil type and weather conditions play an important part in determining whether the crop will be a partial failure or a great success—these things the farmer has no control over. On the second hand, there are many, many things that the farmer must know and do if he hopes to make a success of being a flue-cured tobacco producer.

First of all, the farmer must know which variety of tobacco suits his conditions best. Generally the broad leaf types such as 402, 400, Yellow Special, and Bottom Special have given the greatest returns per acre, where the major tobacco diseases are not a problem. On black shank and Granville wilt soil Dixie Bright 101 is suggested. After the variety has been chosen, the correct time to sow the seed in the plant beds must be determined so that the plants will be ready for transplanting in the field at the right time. If the plants are ready to go in the field too early or too late, the acre profit will be reduced.

As soon as the plants come up in the bed, the farmer has the responsibility of protecting them against diseases, insects, and drought. All of these hazards can be controlled. Probably two of the worst plant bed hazards are drought and blue mold. In locating the plant bed, the available water supply should be considered. The blue mold can be effectively controlled by using Fermate, Diathane Z-78, Carbam Black, or Parzate.

Fertilization is a very important operation because underfertilization will result in reduced yield and possibly poor quality, while overfertilization will result in heavy, thick, dark tobacco which is poor in quality so far as cigarette production is concerned. At the present time, 3-9-6 is the most commonly used analysis of fertilizer under tobacco, with some 4-12-8 and 3-9-9 being used; however, on the heavier, more fertile soils, it is advisable to use a 2-10-6 fertilizer, which will reduce the total amount of nitrogen applied. Excessive amounts of nitrogen is the thing

that is quite often responsible for the poor quality tobacco.

Fertilizer placement is also important. If the plant roots are placed in the fertilizer and the soil becomes dry soon after transplanting, severe fertilizer burn may occur. Fertilizer burn may retard early plant growth or in bad cases, it may result in poor stands. The best method of applying fertilizer is to place it in the soil in two bands about six to eight inches apart, and then set the plants between the bands. If band placing equipment is not available, the next best practice is to mix the fertilizer with the soil by stirring it with a plow before ridging the land for transplanting. Splitting the application will also help reduce root injury caused by fertilizer burn—put on two-thirds of the fertilizer before planting and the other one-third as a topdressing not later than the first cultivation.

At the present time, one of the major threats to the production of tobacco in North Carolina is tobacco diseases. There are many diseases that are causing losses in the State, but black shank, root knot, and Granville wilt are three of the worst. Most of the losses from the major tobacco diseases can be avoided with proper crop rotations and the use of resistant varieties. One of the problems in controlling these diseases is failure to have the disease properly identified when it first appears and apply the proper control measure immediately rather than lose a sizable portion of the crop before attempting to control it. County Agents in the counties and Extension Specialists are available to the grower to assist with the identification of diseases.

Again in the curing process the farmer has considerable control over the results he gets. Three things are necessary, before the actual curing starts, to make it possible for the grower to obtain good cures. First, the barn should be so constructed that an excessive amount of heat is not lost through the wall and the ventilators should be built so that the ventilation is under control at all times. Second, the heating unit should be under control at all times and it should be of such capacity that it can produce the desired heat when it is needed. Third, the tobacco should be uniformly ripe when it goes into the barn. Green tobacco and ripe tobacco cannot be cured in the same barn at the same time satisfactorily. After the tobacco is uniformly spaced in the barn, the actual curing process will vary depending upon the kind and condition of the tobacco. Generally, the tobacco should be yellowed and the leaf about dried with the top ventilator open and for the remainder of the cure the top ventilator should be closed.

The flue-cured tobacco producer must be well versed in many things if he hopes to produce top yield of high quality tobacco. He must be a plant pathologist, a soil chemist, a carpenter, an engineer, and agronomist, and entomologist, a salesman, and many other things. Briefly he must be a good farmer—one who does his job well and on time.

Marketing Requires Skill, Experience; Specialists Aid

By J. H. CYRUS, *Tobacco Marketing Specialist, N. C. Dept. of Agriculture*

North Carolina's largest and most valuable agricultural crop, flue-cured and burley tobacco, is very efficiently and systematically moved from the farm into the channels of trade through the network of about 310 tobacco auction warehouses which are located on 47 markets in the State, with 17 million square feet of floor space for displaying tobacco. During the 1950-51 marketing season 76 sets of buyers bidding competitively at auction sales bought 850,000,000 pounds of tobacco from flue-cured and burley producers for about $475,000,000, which was the largest amount of money ever paid North Carolina growers for their tobacco crop.

From the time the Border Belt opens about the first of August until the Burley Belt closes in late January, the chants of the tobacco auctioneer can be heard throughout the different belts in North Carolina. The growers of this valuable crop look forward all through the year to the season when they can place their tobacco on sale at their favorite auction market, and see it auctioned off to the highest bidder, who is generally a representative of one of the major tobacco companies or independent dealers. The auction system has proved to the growers through the years to be the most satisfactory method in sight for marketing tobacco. They know that through competitive bidding they are able to get the highest possible price for tobacco properly prepared for market.

Properly handling tobacco for market requires more experience and skill than any other agricultural crop grown. Therefore, a tobacco project was outlined in the Division of Markets, N. C. Department of Agriculture, in cooperation with the U. S. Department of Agriculture, under the Research and Marketing Act, to help the growers increase their knowledge and skill of preparing tobacco for market. The object of the project is to conduct a service program and to perform such services and activities as will facilitate the marketing of flue-cured and burley tobacco.

The methods of buying and the standards under which tobacco is marketed placed a great responsibility on the growers in preparing tobacco for market. Therefore, growers must become more familiar with their deficiencies if they expect to get the highest price for their crops. At the present a long range service program is being conducted to help the grow-

ers better understand what their problems and deficiencies are in marketing, and assist them in making adjustments to meet the situation.

Most of the tobacco grower's trouble in preparing tobacco for market can be traced back to one basic factor, and that is the failure of many growers to recognize the Groups of tobacco that grow on their plants. For flue-cured tobacco those groups are: the *lug* group with its sub-group of *primings* or plant bed leaves, the *cutter* group, and the *leaf* group with its sub-group of *smoking* leaf or over-ripe leaf tobacco. The grouping of tobacco is the basic or starting point in learning to do a better job in preparing tobacco for market.

The Group, which is the first element in a U. S. Standard Grade, is the first thing that one has to know in order to put a Standard Grade on any lot of tobacco. Each of these groups has definite characteristics which distinguish one from the other, and when a grower becomes familiar with the characteristics found in the different groups and is able to recognize the group, then he will have a basic foundation to which he can apply the knowledge gained through experience each year relative to qualities and colors within the groups. Thus, by starting at the base and working up, many growers will gradually increase their knowledge and skill of preparing tobacco for market so that they can get the true market price for their entire crop of tobacco.

Many other services are rendered to the tobacco growers, warehousemen, dealers and processors in the various functions of marketing tobacco as the situation demands from year to year.

Stabilization Group Holds Prices to 90% of Parity

By L. T. WEEKS, *General Manager, Flue-Cured Tobacco Cooperative Stabilization Corporation, Raleigh.*

The Flue-Cured Tobacco Cooperative Stabilization Corporation was organized by the farm organizations (namely, the Farm Bureau and the Grange) in 1946 for the purpose of supporting the price of flue-cured tobacco to the producer at 90% of parity. This is accomplished by making available the 90% of parity support price as provided for by the Commodity Credit Corporation. This is the only purpose of Stabilization Corporation. It does not deal in any other phase of the tobacco industry other than selling such tobacco as is received by it in administering the support price program.

Stabilization Corporation was incorporated under the Cooperative Marketing Act of North Carolina and domesticated in the states of Virginia, South Carolina, Georgia and Florida, thus serving the entire flue-cured tobacco producing area of the United States.

All flue-cured tobacco growers are eligible to become members of Stabilization Corporation by purchasing one share of common stock with a par value of $5.00. To date, there are more than 390,000 tobacco growers who have become members of Stabilization Corporation and who are common stockholders in it. Stabilization Corporation is owned, operated and controlled by its common stockholders.

During the period of time Stabilization Corporation has been in operation, it has handled in excess of 585 million pounds of tobacco which was offered for sale on the auction warehouse floor and which failed to bring as much as the 90% of parity support price to the members. Today, it has less than 79 million pounds of this tobacco on hand. All of the 1946 and 1947 crop tobaccos have been sold and a distribution of net gains in the amount of $3,779,654.19 has been made on the 1947 crop to producers who delivered tobacco to Stabilization Corporation in 1947 for the support price. It appears now that a distribution will be made on both the 1948 and 1949 crops as soon as each of these crops is sold. No distribution of net gains can be made until all of any given crop is sold.

Contrary to the opinion expressed by many people who do not really understand the principles of Stabilization's program, it has not cost the taxpayers one cent; as a matter of fact, the operations of the Stabilization Corporation has netted in excess of $2,500,000.00 to Commodity Credit Corporation which is a Federal government lending agency. This has been brought about due to the fact that Stabilization Corporation has paid 3% interest on all money borrowed from Commodity Credit Corporation, with only 1¼% of this amount being actual interest on the money and 1¾% being a guaranty charge made by Commodity Credit Corporation for assuring the loan.

The policies under which Stabilization Corporation operates are made by its Board of Directors who are elected at the Annual Stockholders meeting held the last Friday in June of each year in Raleigh, N. C. The management is charged with the responsibility of carrying out the policies which are made by the Board of Directors.

In 1949 the Corporation erected its own building as headquarters at 522 Fayetteville St., Raleigh. This building is of brick, three stories high and is 60 by 120 feet. An average of 57 people are employed in its staff, members of which cover the five states in which flue-cured tobacco is grown. One-half, or more, of its activities are carried on in North Carolina, leading flue-cured tobacco growing state.

Officers and members of the Board of Directors of the Corporation are: Carl T. Hicks, Walstonburg, president; H. G. Blalock, Bakersville, Va., Joe Blount, Loris, S. C., and D. F. Bruton, Adele, Ga.,

(Continued on page 118)

N. C. Man Started Acre Allotments, Marketing Quotas

By G. T. SCOTT, *State Director, Production and Marketing Administration, U. S. Dept. of Agriculture*

The tobacco acreage adjustment program was instigated by the late L. V. Morrell, Jr., of Snow Hill, N. C., in 1933, at which time he prevailed upon the Governor of North Carolina to close the warehouses due to the starvation prices which were being received by farmers producing tobacco. As a result of the closing of the warehouses, Federal legislation was passed putting into effect for the first time, control over the production of tobacco.

The Production and Marketing Administration, a division of the United States Department of Agriculture, has the responsibility of administering the acreage allotments and marketing quotas on tobacco. The Secretary administers the tobacco program under the Agricultural Adjustment Act of 1938, as amended. In each state the Secretary of Agriculture has a committee which administers the Production and Marketing Administration programs. The committee is appointed by the Secretary of Agriculture and is known as the State Production and Marketing Administration Committee. The Secretary, in selecting his committee from each state, usually appoints a good farmer engaged in the production of one or more of the agricultural commodities pertaining to the PMA programs.

In North Carolina the State PMA Chairman is G. T. Scott, who is a large tobacco and cotton producer in Johnston County, Selma, N. C. The Vice-Chairman is W. A. Kitchin, who operates a tobacco, peanut, cotton, and livestock farm in Halifax County, Scotland Neck, N. C. The three regular members of the State PMA Committee are Eli S. Seawell, a poultry and small grain farm operator from Randolph County; Boyce Wilson, a tobacco, cotton, small grain, and dairy farmer from Rutherford County; and Bill Hooks, a large tobacco and cotton farmer from Columbus County, Whiteville, N. C. D. S. Weaver, director of Agricultural Extension, is ex-officio member. James H. Potter is head of the Tobacco Division of the State Production and Marketing Administration program. Under the direction of the State PMA Committee, Mr. Potter directs County PMA Committees in carrying out the provisions of the Agricultural Adjustment Act relating to the tobacco program. Mr. Potter is a tobacco and peanut farmer and is a native of Greene County, Snow Hill, N. C. The tobacco work has been under the direction of Mr. Potter on the state level since 1942.

COUNTY-COMMUNITY GROUPS

In each county there is a committee known as the County PMA Committee which is responsible to the State PMA Committee for administering the Production and Marketing Administration programs at the county level. This committee is composed of a chairman, vice-chairman, and one regular member. Ecah county is divided into communities which have three community PMA committeemen to represent the farmers in their community. These community committeemen are elected by the farmers in the community and they, in turn, elect a delegate to a county convention which elects a County Committee. With this type of committee system, the Secretary of Agriculture can reach each individual farm by contacts through the State, County, and Community Committees.

Tobacco farmers, being widely scattered throughout the country, are not in position to organize as can labor and industry through unions and corporations in which they receive government protection and sanction. In view of this, farmers are unable to control effectively the production and orderly marketing of tobacco without Federal assistance.

REDUCE ACRES—DOUBLE PRICES

Federal assistance in the form of tobacco marketing quotas was put into effect in 1934 under the Kerr-Smith Tobacco Act. Supplies at that time far over-shadowed demand and farmers were receiving starvation prices. In 1934, the first year of the Federal tobacco program, production was reduced 175 million pounds from 1933 but returns increased 40 million dollars, at an average price almost double that of 1933. Quotas continued through the 1935 marketing year but the Kerr-Smith Tobacco Act was declared unconstitutional and there were no quotas in 1936 and 1937. Under this Act, the tobacco adjustment program is a farmers' program. It provides that a referendum be held and that two-thirds of the tobacco farmers voting must favor acreage allotments and marketing quotas before they can be put into effect.

Another referendum was held in 1938 at which time farmers did not favor quotas. As a result, prices slumped to the 1933 level. Farmers voted in another referendum in favor of quotas for 1940 and have voted more than 90 percent in favor of quotas in each referendum held since that time.

After the beginning of the marketing year and prior to December 1, the Secretary of Agriculture is required to make a finding of the relationship between the total actual supply of tobacco and the reserve supply level therefor (each kind of tobacco is treated separately in the finding). If it is found that the actual supply of tobacco exceeds the reserve supply level computed in accordance with the provisions of the Act, a national marketing quota for the crop of tobacco produced in the next calendar year and marketed in the succeeding marketing year is proclaimed, except that "The Secretary shall proclaim a national marketing quota for each marketing year for each kind of tobacco for which a national marketing quota was proclaimed for the immediately preceding marketing year, and beginning on the first day of the marketing year next following and continuing throughout such year, a national marketing quota shall be in effect for the tobacco marketed during such marketing year."

PRO-RATA APPORTIONMENT

The national marketing quota is apportioned by the Secretary of Agriculture among states producing such tobacco on the basis of historical production and the volume of tobacco so apportioned to each state is converted to a state acreage allotment on the basis of average yield.

The total of all preliminary acreages for farms in each state is adjusted pro-rata to come within the respective acreage allotment apportioned such state by the Secretary. Under certain conditions, farms with an acreage allotment which will produce a number of pounds below a certain figure, are given "a small farm adjustment" by increasing the acreage allotment by a certain percentage, depending upon the size of such allotment. The maximum increase amounts to 20 percent. In some instances, a minimum acreage allotment must be established for any eligible farm regardless of the size of the computed acreage allotment.

Shortly after planting season, the County and Community Committeemen determine by actual measurement the acreage of tobacco planted on every farm within the county. This planted acreage is compared with the acreage allotment previously determined for the respective farm to establish whether or not the acreage of tobacco grown is within or exceeds the farm acreage allotment. After the above mentioned performance is determined and prior to the opening of the tobacco markets, marketing cards are prepared for each farm on which tobacco is being grown during the year. The marketing quota for a farm is the actual production on the farm acreage allotment.

OVER-PRODUCTION PENALTIES

Two types of marketing cards are prepared (a) a Within Quota Card is prepared for each farm on which the acreage planted to tobacco is within the farm acreage allotment (b) an Excess Card is prepared for those farms for which it is determined that the acreage planted to tobacco exceeds the farm acreage allotment. The percentage of excess on the farm is recorded upon the farm marketing card so that the appropriate amount of penalty under the Act may be collected at the time the producer receives proceeds from the sale of any tobacco produced on the farm. At the time the tobacco is sold, the producer presents his marketing card to the auction warehouse or the individual purchasing

the tobacco, for execution of a memorandum of sale. In the event penalty is due by the producer because of the sale of tobacco produced in excess of the allotment, the penalty is collected by warehouseman or purchaser. The purchaser remits periodically such penalties collected to designated Department of Agriculture offices, which, in turn, forward such penalties to the United States Treasury Department.

The penalties collected to April 14, 1950, on excess flue-cured tobacco for the 1950 crop in North Carolina were $1,556,156.61, and the penalties collected on burley were $37,027.37. This is a total of $1,593,183.98 penalty collected in North Carolina alone on excess tobacco and returned to the U. S. Treasury Department. The total amount of penalty collected in North Carolina greatly exceeded the cost of the operation of the tobacco marketing quota program in the state. On this basis, the tobacco program does not in any way cost the taxpayers any extra tax for its support.

PROTECTION VS. PRICE SLUMPS

The above brief description covers the general procedure which has been used in the administration of tobacco acreage allotments and marketing quotas. Over the years certain amendments to the original legislation have required modification of the conditions under which national marketing quotas may be proclaimed and modification of the procedures for establishing farm acreage allotments. However, the above described mechanics of administering marketing quotas, after the proclamation of quotas and acreage allotments, has remained fairly constant.

It is very significant from all available figures on production and price that the Federal tobacco adjustment program has been a great advantage to North Carolina tobacco farmers since all records show a continuous yearly increase in average prices with the present average more than three times what it was at the time quotas were first put into effect. Also, farmers have a feeling of protection against a slump in prices such as that which occurred during 1920, 1933, and 1939.

Wider Markets Developed by Leaf Tobacco Exporters

By J. C. LANIER, *Executive Secretary Leaf Tobacco Exporters Association, Inc.*

The Leaf Tobacco Exporters Association, Inc., is a corporation engaged in the business of fostering and promoting the sale, distribution and consumption of American grown leaf tobacco in this country and in foreign countries.

It was organized in the Fall of 1941, and its membership embraces practically every firm engaged in the exportation of flue cured and burley tobacco. Any American citizen, firm or corporation engaged in the leaf tobacco business is eligible for membership in the Association. At the present time there are 89 member firms from all the areas where tobacco is produced and sold at auction, excepting the cigar type areas.

For the current fiscal year officers are W. C. Warwick, Universal Leaf Tobacco Co., Richmond, Va., president, C. A. Carr, Dibrell Bros., Danville, Va., vive-president, and J. S. Ficklen, E. B. Ficklen Tobacco Co., Greenville, N. C., treasurer. J. Con Lanier is executive secretary and general counsel, and has held these positions continuously since the organization of the corporation. The executive offices are located at 111 E. Third Street, Greenville, N. C.

The business of the Association is directed by an executive committee composed of nine members who hold office for three years and are not permitted to succeed themselves. Members of this committee are H. R. Pettus, chairman, L. L. Strause Co., Richmond, Va.; Leroy Parker, China American Tobacco Co., Rocky Mount; W. C. Paxton, James I. Miller Tobacco Co., Wilson; A. P. Thorpe, Jr., Thorpe & Ricks, Inc., Rocky Mount; J. E. Covington, Universal Leaf Tobacco Co., Richmond, Va.; J. B. Rountree, Whitehead & Anderson, Inc., Lumberton, and officers Warrick, Carr, and Ficklen.

For many years the leaf tobacco dealers have promoted the sale of American tobacco in almost every country of the world, and have built up substantial markets in many foreign countries. In 1941, due to the Second World War, practically all foreign outlets were closed, and the entire industry faced a serious financial problem. It was essential that the industry be preserved, so that, when peace came, the world markets for American tobacco could be regained and the consumption of American tobacco resumed in foreign lands. The Association was formed for this purpose.

During the war days the Association redried, packed and stored approximately 100 million pounds of Lend-Lease tobacco yearly. Since the war, the members of the Association have redried and packed the purchases of Stabilization Corporation.

At the close of the Second World War, the Association again turned its energies towards the resumption of trade with former customers abroad. It has worked closely with Economic Cooperation Administration in providing tobacco for Marshall Plan countries.

The members of this Association are tobacco merchants who buy and sell leaf tobacco, but do not manufacture tobacco products. Some purchases are made on the auctions by its members as agents for domestic and foreign customers. Other purchases are made on the auctions for purposes of resale. Most members carry stocks of leaf tobacco from which prospective purchasers can make selections of the kind and quality desired.

In the calendar year 1950 approximately 900 million pounds of flue cured tobacco were produced in North Carolina. Of this amount approximately 30% or around 270 million pounds go into the export channels.

The Association has never had a resignation among its members, and each year the membership has increased. It is the medium through which the entire industry works for the expansion of world markets for U. S. leaf tobacco.

The Association works closely with warehouse organizations, farmer organizations, and governmental agencies in improving the system of selling tobacco at auction.

Tobacco Associates Expand Flue-Cured Weed Markets

By M. A. MORGAN, *Field Representative, Tobacco Associates, Inc.*

Tobacco Associates, Incorporated, something new in a commodity program, is an outstanding example of what can be done by an interested group of farmers and their allied interests to help themselves without running up to Washington to ask Congress to do something for them.

Formed four years ago by farmers through their farm organizations, together with warehousemen, export leaf dealers, bankers, fertilizer manufacturers and merchants, Tobacco Associates' main objective is to promote, develop and expand the export market of flue-cured tobacco, upon which its growers depend for the sale of at least 40 per cent of each year's crop.

The organization has met with so much success that today, agricultural leaders throughout the Nation term it the most outstanding and forward-looking program ever developed for any commodity. It is also an ideal example of allied groups cooperating with government agencies to develop programs that will assure a fair return to those who produce and handle the Golden Weed.

At its fourth annual meeting held in February of this year, James E. Thigpen, head of the Tobacco Branch of the United States Department of Agriculture's Production and Marketing Administration, pointed out that "Tobacco Associates has given the whole tobacco industry an organization through which all tobacco interests may work to improve export markets."

"Government agencies," Thigpen said, "while vitally interested in tobacco exports, cannot solve all the problems facing the industry." Citing the new market in Germany as an example of the objective work that has been done by the organization in its four years of operation, he added, "we have found Tobacco Associates an organization through which we in government and all other segments of the industry can work together to remove some of the obstacles standing in the way of the movement of our tobacco into foreign countries."

NEED FOR ORGANIZATION

Early in 1947 representatives of farm organizations met with tobacco dealers, warehousemen, and business leaders to discuss the flue-cured tobacco problems. With an all-time high in domestic consumption of flue-cured tobacco, they found that all hopes of maintaining or expanding production of the flue-cured leaf depended largely on the amount that could be exported. Prior to World War II, England was our largest export market. But after the war, due to her shortage of dollar-exchange, she was buying less and less of American-grown tobacco, and China, our second largest user, was taking practically none. In fact, the war had left all countries that were users of American-grown tobacco with many new and complex trade problems. While total consumption of tobacco in those countries was increasing, and the people preferred the United States grown flue-cured leaf, economic trade problems were causing them to look to other countries for their tobacco requirements.

The Stabilization program which was undertaken for the 1946 crop of flue-cured tobacco and which included provisions for keeping production adjusted to demand, proved to be a price-protection lifesaver for the tobacco growers. And though growers appreciated fully the importance of the floor price at 90 percent of parity provided by the Stabilization program, they realized, too, that a good market was the very life of the tobacco business—"production of tobacco without a market is futile," they said.

FINANCED BY ASSESSMENTS

The need for more adequate knowledge of world conditions and trends in the uses of tobacco became the important factor and reuslted in the organization of Tobacco Associates, Inc., to promote, develop and expand the export market for flue-cured tobacco.

OFFICERS AND DIRECTORS

Officers and members of the Board of Directors of Tobacco Associates, Inc., for the year 1951 are as follows:

J. B. Hutson, president, and J. C. Frink, assistant to the president, Washington, D. C.; E. Y. Floyd, Raleigh, secretary; Mrs. Irby S. Walker, Greensboro, treasurer; M. A. Morgan, Raleigh, director of field services; and L. A. McInnis, Florence, S. C., fieldman.

Members of the board of directors include J. Henry Vaughan, R-1, Elm City, chairman; J. E. Winslow, Greenville, N. C.; P. N. Taylor, White Plains; Thomas W. Allen, Creedmoor; Claude T. Hall, Roxboro; W. S. Adkisson, Jr., Clover, Va.; Melville Bennett, Clio, S. C.; Abe T. Minchew, Axon, Ga.; W. W. Singletary, Lake City, S. C.; Claude B. Strickland, Winston-Salem; J. S. Ficklen, Greenville, N. C.; H. W. Jackson, Jr., Richmond, Va.; Gordon C. Hunter, Roxboro; Tom F. Bridgers, Wilson, and Judson H. Blount, Greenville, N. C.

Tobacco Associates was financed at its beginning by voluntary contributions from growers, warehousemen, leaf dealers, bankers, merchants, and fertilizer manufacturers, who fostered its organization. In North Carolina the first year, the farmer's part was raised through county units of the Farm Bureau and the Grange. Later in North and South Carolina enabling acts were passed by the State Legislatures permitting growers to vote to assess themselves 10 cents per acre to continue their support. The states of Virginia and Georgia have since passed similar acts.

In addition to helping to finance the operation of the organization, warehousemen perform the very valuable service of collecting from the growers the 10 cents per acre assessment when the tobacco is marketed.

The membership of Tobacco Associates is made up of representatives of the various groups responsible for its organization: Farm organizations (all states) 200 members; warehousemen, 50; export leaf dealers, 50; bankers, 25; fertilizer manufacturers, 25; and merchants, 25, making a total of 375 delegated members, who are appointed yearly by the respective groups. The delegated membership, at their annual meetings elect a 15-member Board of Directors. Each supporting group is entitled to one board member for each 25 delegated members.

PRESIDENT HUTSON

Representatives of the organization felt indeed fortunate in being able to obtain the services of J. B. Hutson, Washington D. C., a former Under Secretary of Agriculture and a man thoroughly experienced with tobacco matters both here at home and abroad, to head the organization as president.

The Marshall Plan for aid to European countries came about shortly after the formation of Tobacco Associates and if we had not had a man of the caliber of Mr. Hutson at the head of the organization, our efforts to have tobacco included in the Marshall Plan shipments to foreign countries would have been much less effective. Through him, with his invaluable contacts among governmental and tobacco trade agencies in the United States and abroad, tobacco was given a definite place in the list of commodities European countries were allowed to import.

WORK OF ORGANIZATION

Tobacco Associates maintains an office in Washington through which periodic studies are made of all trade policies and legislation that affects foreign trade, especially tobacco trade. Surveys are also constantly made in foreign countries to determine problems and policies that affect our tobacco. Representatives of the organization also work with foreign manufacturers, dealers, merchants and other agencies to keep abreast of the ever changing conditions.

The organization cooperates with all government agencies and departments charged with any responsibility for developing, handling or promoting the export trade of the United States, and in particular the export of flue-cured

tobacco, and cooperates with responsible heads of all such departments and agencies in an effort to expand further and more fully the export market for these products. In addition, Tobacco Associates provides a medium of information for tobacco growers and the tobacco trade generally as to developments in foreign markets as affecting the export of American flue-cured tobacco and examines and studies national policies at the time they are being formulated and advises tobacco growers and the tobacco trade as to the probable effect of these policies on foreign trade in general and on tobacco exports in particular.

EXPORTS TO NEW FIELDS

A look at the total exports of flue-cured tobacco from the United States and the percentage of these totals that England and China—long the two leading users of United States grown flue-cured tobacco—have taken as compared with all other countries will show some definite results of the work that has been done on export markets. From 1935 to 1939, the average total of flue-cured tobacco exports from the United States was 359,196,000 pounds, with England taking 54 percent of the total, China nine percent, and all other countries 37 percent.

The 1940-46 average was 353,431,000 pounds with England taking 60 percent; China five percent, and all other countries 35 percent. In 1947 with 459,399,000 pounds exported, England took 42 percent, China six percent, and all other countries 52 percent. In 1948 with 383,410,000 pounds exported, England again took 42 percent, China only two percent, and all other countries 56 percent. In 1949 with 436,138,000 pounds exported, England's purchases dropped to 37 percent, China to .03 percent with 62.07 percent going to other countries.

These figures clearly indicate that even though England and China have found it necessary to reduce their purchases of American-grown tobacco, our flue-cured leaf exports have increased. This has been due, of course, to the work done in helping other countries secure our tobacco to meet the demands of the people in those countries who desire it.

GERMANY NOW BIG USER

An outstanding example of this work can be seen in the purchases of our tobacco made by Germany. Prior to 1947, Germany used practically no United States flue-cured tobacco. Studies of trends and consumer demands in Germany by Tobacco Associates showed a strong preference for our tobacco. German manufacturers were willing to change their blends to meet these demands. Tobacco Associates brought this to the attention of the proper authorities and was able to help work out a program whereby flue-cured tobacco was shipped to Germany. Now Germany is the second largest user of our leaf. And through this program the Stabilization Corporation is also able to move large quantities of its takings.

Through the development of new markets in other countries, we have been able to more than offset Great Britain's fewer purchases. This means that our export market is now on a much broader base and that we are no longer so dependent upon any one country for the sale of our tobacco.

TRADE BALANCE IMPORTANT

Promoting and developing export markets for our flue-cured tobacco remains a continuous job. Foreign taxation policies, government monopoly practices of many foreign countries, and difficulties in maintaining satisfactory trade relations between other countries and the United States have been major problems.

Even though United States imports of all merchandise still is not as much as our exports, the improvement in the trade balance position of the United States was probably the most important single development in 1950 affecting the export of United States flue-cured leaf. The dollar position of many foreign countries has improved to the extent that they are no longer required to search the non-dollar areas of the world for substitutes for the commodities desired and normally purchased from the United States.

COMPETITION FROM ABROAD

Another factor worthy of note is the expansion in production of flue-cured tobacco in foreign countries. Southern Rhodesia, which before World War II produced less than 25 million pounds of flue-cured tobacco annually, harvested 104 million pounds in 1950 and has an expansion program underway to reach 140 million pounds in the next three or four years. India is also reported to be increasing the production and export of flue-cured tobacco, with the United Kingdom the major importer of the Indian leaf.

In 1950 Canada harvested about 50 percent more flue-cured leaf than in prewar, and reports indicate that a substantial increase is planned in 1951. Canada now produces practically all the leaf used in that country and, for several years, has been exporting from 15 to 20 million pounds annually, most of which goes to the United Kingdom. Leaf tobacco from Canada, India and Southern Rhodesia is accorded lower rates of import duties by the United Kingdom and other British Commonwealth countries than leaf from the United States.

In Turkey, production is now nearly double that of prewar years. In Greece, production is approaching that of pre-war years.

OUR BRIGHT LEAF PREFERRED

Since the trend in consumption is toward the cigarette types, however, most of these countries are experiencing difficulties in producing desirable types of tobacco, and are therefore finding it difficult to satisfy consumers with the domestically produced tobaccos as they prefer the American-grown leaf. But in addition to expanding their production, they are also concentrating on quality improvements in the tobacco they produce.

Because of foreign exchange controls and tariff barriers, we do not have equal opportunities in some markets. There are still large competitive areas, however, and very little of this foreign tobacco could be sold in world markets in which the better qualities of tobacco grown in the United States are available. The shift from other tobacco products to cigarettes is continuing throughout the world. Tobacco of lemon color, porous texture, light body, low nicotine and high sugar content, and good burning qualities is sought for cigarettes. The market for other qualities of flue-cured tobacco is gradually disappearing. There is no doubt that it is to the best interest of United States producers to take advantage of all available information and every opportunity to increase the output of the desirable grades and decrease the output of the undesirable grades, thus capitalizing on our natural advantage of production, flavor and aroma.

STILL EXPANDING MARKETS

The effectiveness of Tobacco Associates work has been felt in all phases of the tobacco industry—production, marketing and distribution of United States-grown tobacco have profited by the program. The organization has accomplished much in its four years of operation, but there is still a big job to do before every consumer who desires American-grown tobacco is permitted reasonably free access to it.

Each year farmers have voted overwhelmingly for the assessment. So, for the small cost of 10 cents per acre paid each year by flue-cured tobacco farmers, together with yearly contributions by tobacco warehousemen, dealers, merchants, fertilizer manufacturers and bankers, Tobacco Associates, Inc. continues to serve the purpose for which it was organized—to create and maintain a continued market for our Golden Weed by the people of foreign countries who prefer it over all other tobaccos.

AMERICAN MACHINE PRODUCES TOBACCO

(Continued from page 102)

mother, Mrs. Mary Fries Patterson. His brother, the late Dr. Andrew H. Patterson, was dean of the University of North Carolina.

Morehead Patterson, now chairman of the board of directors and president of American Machine and Foundry Co., is a native of Durham.

W. Stanley Whitaker, who joined Liggett & Myers Tobacco Co. in the Leaf Department in Danville, Va., in 1928 and was in leaf and factory operations in Durham and Wilson, has been made general manager of the western territory of the company, embracing seven states and with headquarters at San Francisco, Calif.

Association Regulates Marketing of Flue-Cured Tobacco

By FRED S. ROYSTER, *Henderson, President, Bright Belt Warehouse Association, Inc.*

300 TOBACCO AUCTION WAREHOUSES

North Carolina, growing 67.6 percent of the nation's bright flue-cured leaf tobacco and a relatively small amount of burley in the mountain area, has in 47 of her communities about 300 auction sales tobacco warehouses with 17,000,000 square feet of sales space. Of the 1950 crop these warehouses sold 850,000,000 pounds of tobacco for $475,000,000. List of the warehouses, by belts and communities, follows:

OLD BRIGHT BELT

Burlington—Cobles, Farmers and Carolina.
Greensboro—Greensboro 1 & 2 and Guilford County.
Madison—Carolina, New Brick, Big Star, Planters and Sharpe & Smith.
Mebane—Farmers, Piedmont and Planters.
Mt. Airy—Simmons, Va.-Carolina, Nichols, Liberty and Planters & Jones.
Reidsville—Brown's, Farmers, Leader, Watts and Smothers.
Roxboro—Hyco, Planters, Pioneer, Farmers and Winstead.
Stoneville—Brown's, Farmers, Slate Bros. 1 & 2 and Piedmont.
Winston-Salem—Glenn's & Banner, Brown's, Carolina, Planters, Liberty, Pepper's, Piedmont, Taylor's 1 & 2, Dixie and Farmers.

MIDDLE BRIGHT BELT

Aberdeen—Planters, Aberdeen, and New Aberdeen.
Carthage—McConnell's and Smothers Bros. 1 & 2.
Durham—Liberty, Planters, Mangum's 1 & 2, Star Brick, Star and Roycroft's 1 & 2.
Ellerbe—Richmond Co. and Farmers.
Fuquay Springs—Varina Brick 1 & 2, Southside, Central 1 & 2, Farmers, Talley Bros., Planters and New Deal.
Henderson—Banner, High Price, Carolina-Cooper's, Farmers, Planters and Liberty.
Louisburg—Southside, Planters and Union.
Oxford—Banner, Mitchell, Farmers-Mangum, Fleming's 1 & 2, Owen's 1 & 2, Planters and Johnson's.
Sanford—Wilkins, Big Sanford, 3-W 1 & 2 and Farmers.
Warrenton—Boyd's, Centre, Farmers and Currins.

EASTERN BRIGHT BELT

Ahoskie—Basnight and Farmers.
Clinton—Bass, Big Sampson, Carolina, Centre, Ross No. 2 and Farmers.
Dunn—Big 4-Country, Farmers and Growers.
Farmville—Bell's, Monk's 1 & 2, Planters, Farmers and Fountains.
Goldsboro—Tin, Victory, Carolina and Farmers 1 & 2.
Greenville—Cannon's, Dixie, Center Brick, Keel Planters Cooperative Inc., Smith & Sugg, Gold Leaf, Star 1 & 2, Morton's, Empire, New Carolina 1 & 2, Victory, Farmers, Growers, Harris Rogers and McGowan's.
Kinston—Brooks, Central, Eagle, New Carolina, Farmers, Sheppard's 1 & 2, Knott's, The Star, Knott's New, New Dixie, Planters, Inc., Tapp's and Kinston Cooperative.
Robersonville—Adkins & Bailey, Planters 1 & 2 and Red Front.
Rocky Mount—Cobb & Foxhall 1 & 2, Farmers, Fenner's, Inc. 1 & 2, Mangum's 1 & 2, Tobacco Planters, Inc. 1 & 2 & 3, Works, Easley's and Smith's 1 & 2.
Smithfield—Big Planters, Little Dixie, Gold Leaf 1 & 2, Perkins Riverside, Wallace 1, 2 & 3, Farmers 1 & 2 and Dixie Growers.
Tarboro—Clark's 1 & 2, Victory 1 & 2, and Farmers 1 & 2.
Wallace—Hussey's 1 & 3 and Blanchard & Farrior.
Washington—Knott's, Sermon's 1 & 2 and Gravely's.

The Bright Belt Warehouse Association, Inc., was organized April 12, 1945. It is a trade association representing all flue-cured tobacco warehousemen in the States of Florida, George, South Carolina, North Carolina, and Virginia.

The Association is governed by a Board of Governors consisting of 36 members, six members from each of the flue-cured tobacco belts. The present officials are: president, F. S. Royster, Henderson; vice president, W. Wesley Singletary, Lake City, S. C.; secretary and treasurer, Guy E. Barnes, Rocky Mount, N. C.

The objectives of the Association are to promulgate rules and regulations for the orderly marketing of the flue-cured tobacco crop, to cooperate with farm organizations and other groups interested in the tobacco industry for the continuation and protection of the present flue-cured tobacco program upon which the well being of the tobacco industry is dependent.

Since the warehouseman provides the marketing agency for all flue-cured tobacco, the maintenance of marketing conditions fair to both buyer and seller is of the utmost importance. This the Bright Belt Warehouse Association is endeavoring to do.

The success of the flue-cured tobacco program and the healthy condition of the industry during recent years is attributable to close cooperation between the component parts of the tobacco industry. The Bright Belt Warehouse Association, realizing this fully, desires to make its contribution towards the continued success of the tobacco program.

Nineteen of the 36 members of the Board of Governors of the Bright Belt Warehouse Association Inc., are residents of North Carolina. The list follows: T. A. Jones, Mount Airy; H. M. Bouldin Winston--Salem; John S. Watkins, Oxford; A. L Carver, Durham; Fred S. Royster, Henderson; G E. Smith, Reidsville; C. E. Ford, Louisburg; W. F Wood, Sanford; A. R. Talley, Fuquay Springs; W B. Falkner, Rocky Mount; Dixon Wallace, Smithfield; J. C. Eagles, Jr., Wilson; Joseph H. Bryant Clarkton; George Knott, Kinston; J. C. Carlton Farmville; B. B. Sugg, Greenville; J. E. Johnson Lumberton; Frank Davis, Fairmont; and R. E. Wilkins, Lumberton.

Wendell—Farmers, Northside, Planters, Producers Cooperative Assoc., Inc., Star and Banner.
Williamston—Farmers-Carolina 1 & 2, Planters and Roanoke Dixie.
Wilson—Big Dixie Sales Co., Inc., Big Star, Carolina Wainwright's, Inc., Centre 1, 2 & 3, Clark's, New Planter 1 & 2, Watson's 1 & 2, Smith's A,B,C, Growers Cooperative Inc., Banner and Farmers.
Windsor—Farmers.

BORDER BRIGHT BELT

Chadbourn—New Brick, Carters 1 & 2 and Myers.
Clarkton—Banner, Bright Leaf, Big "L", Brick, Bi "5" and New Bladen.

(Continued on page 121)

About 100 Leaf Processing Plants in N. C. Market Towns

North Carolina, dominate in two important phases of tobacco for about a century—growing bright leaf tobacco and manufacturing tobacco products—is thus active in all phases from growing to manufacturing. Operation of tobacco sales warehouses and processing plants, involving stemming and redrying, have long been important activities.

Processing plants not only handle leaf tobacco for domestic companies but also prepare enormous quantities for the export trade. R. J. Reynolds Tobacco Co. and the American Suppliers, representing the American Tobacco Co., buy and process for their own firms. Imperial and Export Leaf Tobacco Co. purchase leaf for export to England and other foreign countries. Numerous other buying and processing firms handle leaf for both the domestic and the export trade. Among these are Dibrell Brothers, Inc., Danville, which has associate firms on most of North Carolina's leaf tobacco market cities, the Universal Tobacco Co. of Richmond, and others.

Firms engaged in buying and processing leaf tobacco on the various markets of the State by towns and cities include the following:

OXFORD—W. A. Adams Co., Inc., A. S. Ballou & Co., R. J. Reynolds Tobacco Co., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

DURHAM—American Suppliers Inc., Central Leaf Tobacco Co., Inc., Flower Brothers, Liggett & Myers Tobacco Co., W. L. Robinson Co., Inc., The Venable Tobacco Co., Inc., R. J. Reynolds Tobacco Co., The Imperial Tobacco Co., Ltd.

WINSTON-SALEM—J. E. Bohannon Co., Brown & Williamson Tobacco Corp., Piedmont Leaf Tobacco Co., Inc., R. J. Reynolds Tobacco Co., Taylor Brothers, Inc., Winston Leaf Tobacco & Storage Co., Inc., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

SMITHFIELD—Bright Leaf & Burley Tobacco Co., Inc.

FUQUAY SPRINGS—Brown Tobacco Co., North State Tobacco Co., Inc.

REIDSVILLE—J. H. Burton & Co., Inc., Carolina Virginia Tobacco Co., Inc., Reidsville Tobacco Co., Inc., American Suppliers, Inc.

ROXBORO—Central Leaf Tobacco Co., Inc., Reidsville Tobacco Co., Inc.

ROCKY MOUNT—China-American Tobacco Co., G. R. Garrett Co., Inc., W. B. Lea Tobacco Co., Inc., Maus & Company, Inc., Thorpe & Ricks, Inc., R. J. Reynolds Tobacco Co., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

WILSON—W. T. Clark & Co., Jas. I. Miller Tobacco Co., Inc., Standard Redryers, Inc., R. P. Watson & Co., Inc., Whitehead & Anderson, Inc., Wilson Tobacco Co., Inc., R. J. Reynolds Tobacco Co., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

KINSTON—T. H. Covington, Dealer Leaf Tob., V. C. Dickenson, Dixie Leaf Tobacco Co., Inc., L. B. Jenkins Tobacco Co., Inc., Kinston Tobacco Co., E. V. Webb & Co., Inc., R. J. Reynolds Tobacco Co., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

FARMVILLE—Farmville Leaf Tobacco Co., Inc., A. C. Monk & Co., Inc., Scott & Bright Tobacco Co.

GREENVILLE—E. B. Ficklen Tobacco Co., Inc., Greenville Tobacco Co., Inc., R. J. Reynolds Tobacco Co., Person-Garrett Co., Inc., Export Leaf Tobacco Co., The Imperial Tobacco Co., Ltd.

ROBERSONVILLE—The Fields Tobacco Co., Inc.

RALEIGH—Flue-Cured Tobacco Cooperative Stabilization Corp.

GOLDSBORO—Goldsboro Tobacco Co., Inc., J. P. Taylor Co., Inc., Wallbrook Tobacco Co., Inc.

HENDERSON—The Henderson Tobacco Co., Inc., R. J. Reynolds Tobacco Co., J. P. Taylor Co., Inc.

FAIRMONT—International Planters Corp., Person-Garrett Co., Inc., R. J. Reynolds Tobacco Co., The Imperial Tobacco Co., Ltd.

LUMBERTON—Interstate Tobacco Co., Inc., Person-Garrett Co., Inc., J. B. Rountree & Co., Whitehead & Anderson, Inc.

WILLIAMSTON—King Tobacco Co., W. I. Skinner & Co., Inc.

NEW BERN—A. C. Monk & Co., Inc.

WENDELL—Monk-Henderson Tobacco Co., Inc., Renfro Leaf Tobacco Co., Inc.

ASHEVILLE—Mountain Burley Tobacco Co.

FAYETTEVILLE—Reidsville Tobacco Co., Inc.

SANFORD—Sanford Tobacco Co.

WASHINGTON—Washington Tobacco Co., Inc.

WHITEVILLE—Whiteville Tobacco Co., Inc.

GREENSBORO—R. J. Reynolds Tobacco Co.

ONE SHARE OF BLACKWELL

An interesting incident in connection with the sale of the Blackwell Tobacco Co., maker of Bull Durham smoking tobacco, to the Union Tobacco Co., composed largely of Wall Street financiers, and the sale of this firm soon after to the relatively new American Tobacco Co., is a matter of record. A North Carolina lawyer owned one share of the Blackwell stock, par value of $25, market value at that time of $16.50. This lawyer let it be known that he as a minority stockholder was ready to bring suit to try to prevent the sale. He was visited by an important American Tobacco Co. official and after a long conference, his one little share of stock was sold for $5,000. This probably prevented an injunction and receivership and allowed the sale to the American Tobacco Co.

Amendments in 1951 Increase Benefits, Reduce Taxes

By W. D. HOLOMAN, *Chief Counsel, ESC*

The Employment Security Law was amended in several respects by the 1951 Legislature. Most of the changes were recommended by the State Advisory Council and by the Employment Security Commission on which there are representatives of employers, employees and the general public. Some of the changes were material; others were of an administrative nature which will enable the Commission to administer the law better and were brought about through experience and study.

North Carolina employers will save approximately three and one-half million dollars during the calendar year of 1951 and unemployed workers will enjoy additional benefits of approximately the same amount during 1951 as a result of the recent amendments. The estimate, in respect to the savings by employers, is based upon payrolls for the year 1950 and the estimate in respect to increased benefits to workers is based on an annual benefit payment activity in the same volume as prevailed for the period from October 1950 to February 1951 which is approximately 60% of the payment experience for the calendar year of 1950.

These savings to employers will result from a revision of the experience rating formula or schedule by providing a lower rate class for each of the rate groups with the exception of the standard rate class of 2.7 per cent which is fixed by Federal conformity requirements. Rates are varied with relation to the past employment experience of each eligible employer over a period of three years, and the variation of an employer's tax rate by these methods is known as "experience rating." The avowed objectives of experience rating are the prevention of unemployment by inducing employers to stabilize their operations and the allocation of the social costs of unemployment to the individual business concerns responsible for those costs.

The average contribution rate effective in North Carolina in 1950 was 1.55 per cent. Had the new formula been effective in 1950, the average rate would have been approximately 1.22 per cent, thus placing North Carolina in a better relationship as to the National average and with neighboring states. It appears that the average North Carolina rate for 1951 for those eligible employers will be approximately 1.42 per cent which is somewhat higher than the 1.22 rate derived from the application of the revised schedule to the 1950 computation payroll data, but economic factors which account for the rise in this State will likely alter the rate pattern equally as much, if not more, in each of the other states.

During 1950, the North Carolina reserve fund had one of the highest degrees of solvency of any state in the nation in relation to its contingent liability. The State Advisory Council, the Employment Security Commission and those of us administering the program felt that we could safely further reduce the rate of contributions and also increase benefits to unemployed workers without endangering the solvency of the fund. The savings are distributed to approximately 8,172 employers who presently enjoy a rate reduction.

Eligible unemployed workers will be entitled to additional benefits because of the revision of the benefit schedule or formula, the elimination of the waiting period requirements and the extension of the duration of benefits for those workers with prolonged unemployment. Prior to the recent amendments, payments to totally unemployed individuals started with the second week of unemployment or with the third week if partially unemployed. In cases of total unemployment, the payment normally reached the claimant sometime during the third week following separation; and in cases of partial unemployment, during the fourth week following separation. Under the law as now amended, no waiting period is required and a claimant will receive payment for his first week of unemployment. Therefore, the completion of the first week in a benefit year for which an eligible claim is filed, now becomes the first compensable week.

The benefit schedule or formula was revised by the amendments to provide that the qualifying wage during the base period was raised from $200.00 to $250.00. The latter figure represents the minimum annual earnings necessary during the base period for a claimant to qualify for benefits. The minimum annual qualifying earnings of $250.00, therefore, yields a $7.00 minimum weekly benefit payment instead of a $6.00 minimum payment which existed prior to the amendments. Maximum weekly payments are increased from $25.00 to $30.00 per week for individuals earning $3000.00 or more per year.

It is estimated that the revised formula will yield an average weekly payment of $17.02 as compared with an average payment of $15.68 prior to the amendments. As a result, payments to North Carolina's unemployed will bear a close relationship to the Nation's average payment, taking into account variations in wage scales prevailing. The maximum benefit is based on the full annual taxable wage of $3000.00 instead of the first $2500.00 under the law prior to the amendments.

The amendments likewise extended the duration of benefits from 20 to 26 weeks. About half of the states now provide more than 20 weeks protection to unemployed workers experiencing prolonged unemployment; more than a fourth offer protection for 26 weeks. During 1949, a year of more than average unemployment, only about 30 percent of the unemployed workers used all benefit rights; thus, it is estimated that this provision will affect less than a third of all claimants.

The fund, even with these changes, will remain adequately solvent to take care of any and all contingencies.

Another amendment was adopted in which employers will be interested. Under the law, prior to this amendment, an employing unit which, as an example, during the year 1946 worked eight or more people in employment, but inadvertently failed to report such fact to the Commission and who was discovered by a representative of the commission during the year 1950, would become liable for the years 1946, 1947, 1948, 1949 and 1950 even though such employing unit did not work as many as eight individuals in any year other than during 1946. This worked a hardship upon some small employers who unintentionally and unknowingly failed to report their coverage and who, therefore, did not apply for termination of coverage as provided for in the statutes.

The amendment referred to expands the conditions under which an employer may terminate coverage and is designed to provide a means of protection for the employer who inadvertently fails to report his coverage to the Commission or who is not discovered by the Commission for a period of several years. Under the provisions of the amendment an employer who became subject to the Act, as an example, in 1946 and who has not worked as many as eight individuals in as many as 20 weeks in any year since that date and who was not discovered by the Commission until 1951, may terminate coverage effective January 1, 1948 by filing a written application for termination of coverage or protest within 90 days from the date that he is notified of his liability. In such case, he would not be compelled to pay taxes for the years 1948, 1949 and 1950 but could be relieved and only required to pay for two years, which is the minimum years of coverage provided by the law. This provision does not, however, apply to those employers who willfully and intentionally attempt to evade the payment of contributions under the law.

A further amendment was adopted for the purpose of eliminating the possibility of double taxation brought about by reason of an interpretation of the Federal Unemployment Tax Act which was contrary to an interpretation of the State Employment Security Law. In certain instances, the Federal Act has been interpreted so that an "employee" under the Employment Security Law of this State, is an "independent contractor" under the Federal Unemployment Tax Act and, therefore, an "employer" under that Act, provided such individual or contractor had the requisite number of individuals in employment for the requisite number of weeks in a calendar year.

Under such circumstances, the Commission is required to collect contributions on the wages earned by such individual, agent or employee as well as those individuals employed to assist him in the performance of the work for the principal; whereas, the Federal authorities require that individual or contractor to pay taxes under the Federal Unemployment Tax Act as an "employer" on the remuneration received by those individuals assisting him in performing the services. Therefore, in these cases, there was actually double taxation for the same services. The amendment is for the purpose of preventing the assessment and collection of contributions under the North Carolina Law from a principal employing unit, provided the agent or employee is an "employer" subject to the provisions of the Federal Unemployment Tax Act and liable for contributions thereunder.

Another amendment was adopted which further liberalizes the law by extending the period of time in which an employer may protest his contribution rate and request a recomputation of such rate, due to erroneous charges or other reasons. Under the law prior to the amendment, an employer's contribution rate became final unless there was a protest within 30 days from the date that the rate became effective. All rates are effective January 1 of a calendar year, therefore, an employer's rate became final unless a protest was made by January 31 of a calendar year. The amendment provides that an employer may protest his rate at any time prior to May first following the effective day of such rate.

The time within which an employer make make a voluntary contribution has been extended. Under the law an employer is permitted to make a voluntary contribution for the purpose of affecting his rate during the next calendar year. Prior to the amendments, the contribution was required to be made within 10 days after the Commission mailed to such employer the statement of charges for the quarter ending July 31. Under such circumstances, an employer did not have a composite statement showing the balance of his reserve account, statement of credits thereto, charges against such account or a computation of his rate for the next year.

The amendment will permit an employer to make a voluntary contribution within 15 days after the mailing of the notification of the rate for the following year which is contained in a statement showing his reserve account balance, his statement of credits, and the charges to his reserve account. (The employer can easily determine from such statement whether a voluntary contribution will be to his advantage.) The employer will have before him all of the necessary information upon which an accurate computation can be made so that he can determine whether a voluntary contribution will be to his best interest, and if so, the amount of such contribution necessary to secure a lower rate.

A further amendment which was adopted provides that the Commission may, within its discretion, withhold the issuance of an execution for a period not exceeding 180 days after the docketing of a judgment against an employer. Under the law as it existed prior to the amendment, the Commission had no right or authority to extend the time of payment of contributions or to withhold the issu-

ance of an execution after a judgment had been docketed. This was found to have caused undue hardships in certain cases, and although the Commission is still required to docket a judgment when contributions are unpaid, after an employer has been given notice of the delinquency, it would not, under the amended law, be mandatory for the Commission to issue an execution immediately on such judgment.

The Commission is making every effort possible to combat and prevent fraud in connection with the Employment Security Program in North Carolina. A special Fraud Detection Unit has been established within the framework of the agency, and claimants who are detected or suspected of being guilty of fraud, are being prosecuted. An amendment was adopted which makes it a misedemeanor for an individual, who is filing a claim for benefits in this State against another State, to make a false statement or representation knowing the same to be false, or who knowingly fails to disclose a material fact to obtain benefits. Heretofore, when a claimant filed a claim for benefits in this State against another State and made false statements or misrepresentations for the purpose of drawing benefits against such other state, he could not be prosecuted in either this State or the other State.

Under the amendment referred to, such claimant may be prosecuted in this State for making false statements or misrepresentations, even though he is filing for benefits against another State. It is understood that many of the other states are adopting comparable legislation which will permit those states to prosecute a claimant in those states who makes a false statement or misrepresentation for the purpose of drawing benefits against North Carolina.

The law was also amended to authorize specifically an adjustment in the account of a claimant who filed in another State against the State of North Carolina and has received benefits from the North Carolina fund by reason of a willful misrepresentation or a failure to disclose a material fact in connection with his eligibility for benefits, and as a result, has received benefits. The statute was also amended so that a person who has knowingly made a false statement or misrepresentation to obtain or increase any benefit under the Employment Security Law, shall not be entitled to receive benefits for the remainder of any benefit year during which he has made such misrepresentation or false statement.

That section of the law which provided an appropriation by this State in the amount of $75,000.00 annually to be used in carrying on the functions of the Employment Service Division of the Commission was repealed. Such section was originally written into the Employment Security Law in accordance with a provision of the Wagner-Peyser Act which required the various states, in order to secure grants for the maintenance of employment offices, to match federal funds appropriated for that purpose. Such provision in the Wagner-Peyser Act was repealed on September 8, 1950 and, therefore, since the repeal of the section of the North Carolina law hereinabove referred to, the Federal Government now bears all of those costs.

Another amendment was adopted excluding from the definition of employment, all services performed by newsboys selling or distributing newspapers or magazines on the street or from house to house, regardless of the age of the individuals performing those services. Under the law prior to the amendment, only such services performed by individuals under the age of 18 were exempt.

Certain other amendments were adopted, however, they were technical or administrative.

It is felt that the amendments liberalized the Act considerably both from the standpoint of employers and employees. It is also felt that the law has been considerably clarified and has been made much more equitable.

Experience Rating Gives Added Saving of $3,500,000

By HUGH M. RAPER, *Director, Bureau of Research and Statistics, ESC*

Unemployment compensation benefits are financed by means of contributions collected on taxable wages of covered employers. The normal or standard employer tax rate is 2.7 percent of taxable wages. The Federal Unemployment Tax Act, however, permits States with "pooled funds" to vary this rate for individual employers if such variation is based on not less than three years of experience bearing a direct relation to unemployment risk. Rate variation pursuant to this provision of the Federal Act is known as experience rating.

There are a great variety of experience rating provisions among the States. North Carolina along with 28 other States (in 1950) uses the reserve ratio plan. With this type formula, an employer's unemployment experience is measured by the ratio of his reserve—broadly cumulative contributions less benefit charges—to taxable payroll for a base period. A high reserve ratio indicates favorable experience with unemployment and qualifies an employer for lower contribution rates. The rates of contribution in North Carolina vary from .10 to 2.7 of the taxable payroll.

EXPERIENCE RATING STUDY

The unemployment trust fund balance as of March 31, 1951, was $165,250,720. In the two-year period

etween April 1, 1949, and March 31, 1951, there as a net gain of more than $9,260,000 in the fund alance as the result of contributions collected and nterest earned on the fund exceeding benefit pay-ents. During this same two-year period benefit ayments exceeded $35,000,000.

The Fund solvency seemed assured with the fund n excess of $165,000,000, particularly since the ross payments in the 13-year period (1938-1950) ere less than $80,000,000.

As an outgrowth of the study of the financial struc-re in terms of contributions, rates, and benefit pay-ents, changes in the experience rating plan and e benefit schedule were submitted for considera-on by the 1951 General Assembly.

This study of the experience rating reflects the sult of legislative changes made by the 1951 Gen-al Assembly in connection with rate schedules but e changes in the benefit formula do not enter into is computation. Had no legislative action been ken, the rates assigned would have been appre-ably higher because of general economic factors. he Employment Security Commission and its State dvisory Council developed and proposed to the 1951 eneral Assembly certain amendments which modi-ed the formula for deriving employer contribution tes. The revised schedule was constructed so as maintain the same ratio requirements contained the 1949 amended Act but permits lower rates r each ratio class above the 2.5 percent qualifying tio prescribed by Federal standards.

The over-all effect of the revised formula is to ve lower rates while maintaining the safeguard adequate reserve ratios. The decrease in rates, is estimated, will more than offset rate increases at would have been inevitable because of the opera-on of economic factors.

ATES REFLECT BENEFIT CHARGES

The "recessionary" period in mid-year 1949 and e first half of 1950 had a measurable effect on the xperience rating computation made for 1951. The vel of employment dropped from an average month-total of 651,000 in the third quarter of 1948 to 92,000 in the second quarter of 1949. Unemploy-ent was at the highest level since the 1938-1940 eriod. Benefit charges made against accumulated eserves entering into the 1950 computation amount-d to about $13,000,000 and those entering into the 951 computation exceeded $19,500,000. Even ough it is beyond the scope of this study, it is well point out that the effect of the heavy charges, ithout formula modification, would have produced n average contribution rate of 1.69 and required bout $3,500,000 more in contribution payments om employers.

The estimated average contribution rate for the lendar year 1951 is expected to be 1.42 percent, ., contributions for the average employer will be mputed by multiplying the taxable portion of the yroll by 1.42 instead of the 1.55 rate applicable for 050. Thus, the net effect of the revised formula is to overcome the effect of the larger charges against reserves prior to computation and give an 8.4 percent further reduction in average rate, or said in another way, the average rate in 1951 is about 16 percent lower than it would have been had the formula not been changed.

1951 SAVINGS $16,500,000

A significant measure of the real meaning of the plan of experience rating is shown by the fact that for the 8,172 employers earning a rate reduction, the average rate is .695 instead of the over-all State-wide average of 1.42. The total saving through experience rating to the 8,172 employers as a result of the application of experience rating plan amounts to almost $16,500,000, a saving through reduced rates averaging $2,009 for each qualifying employer.

The schedule of contribution rates applicable to 1951 payrolls ranges from .10 percent to 2.70 percent of the taxable payroll.

Under the amended schedule, three times as many employers (1667 employers) qualified for the lowest rate, .10 percent, as did in the 1950 computation. In 1950 about three-eighths of the rated accounts were assigned a rate of less than one percent; in this computation five-eighths qualified for a rate of less than one percent.

Despite the over-all decline in average rate, it is significant to note that 1,213 firms with reduced rates in 1950 had higher rates assigned for 1951. This rise in some rates reflected the influence in some instances of benefit charges, and in other cases, of higher payroll levels for the three years entering into the computation.

The unrated accounts, those not having payroll experience for three calendar years—declined from 1,629 in 1950 to 1,571 in the computation for 1951. In addition, the 2.7 standard rate was assigned to 3,018 rated accounts which failed to meet the reserve ratio requirements or the test with respect to reserve in terms of multiples of benefit charges. Actually almost 36 percent of all rated accounts retain the 2.7 rate for 1951, and these employers, oddly enough, have 36 percent of the State's taxable payroll.

There were 3,018 accounts that were rated but because of benefit charges against reserves, delinquency in payment of contributions and similar factors, these firms failed to have sufficient reserve balance to qualify for a reduced rate. An analysis made of these accounts indicates that size of firm is not a controlling factor in experience rating; however, the 1951 computation shows a greater proportion of ineligible accounts in the $100,000 and over payroll class than is found in any previous computation.

In a detailed study the rated accounts are classified according to major industry and rate class. The number of rated accounts increased by 606 from the 1950 study. The gain in the number of rated accounts is distributed generally among the major groups, e.g., Construction, 8.6%; Trade, 6.5%; Serv-

ice, 6%; Manufacturing, 3.4%; and Transportation, Communication and Utilities, 4.2%.

The tabular arrangement in this detailed study shows that some variations are found in the rate pattern in different major industries.

It is shown that in every principal group, the number of accounts assigned the minimum rate of .10 nearly trebled the number in 1950; the number of accounts with a rate under 1.0 likewise increased by 80 percent; but paradoxically, the number of rated accounts failing to qualify for reduced rates increased by a fourth. The new schedule had the effect of giving lower rates to those accounts whose reserve ratios exceeded 2.5 percent and the result was a reduction in the number of accounts with rates between 1.0 and 2.7 from 4,264 to 1,175, a reduction of about 75 percent.

NOTE: The more detailed study is available on request to the Commission.

ESC Seeks Fill-In Work For Seasonal Tobacco Workers

By BLANCHE LANCASTER, *Chief Occupational Analyst, ES Division, ESC*

Full utilization of seasonal workers has long been a problem of the Employment Security Commission. During World War II, at the request of Dr. J. S. Dorton, State War Manpower Director, the Occupational Analysts prepared a statewide industry study entitled "Tobacco in North Carolina, Growing, Marketing, and Processing". This work was done to determine the skills of workers in the tobacco industry and to discover where these skills could be utilized in other industries, preferably those which would demand workers in the off-season of the tobacco industry. Another purpose of this study was to furnish local E. S. offices with occupational information on one of the major industries in this State.

Most of the workers in this industry are non-white and a large percentage female. The men seem to be more able to pick up odd jobs in the off-season than the women. About the only job opportunities for the latter are in domestic jobs. Few of them are trained for this type of work and rarely make good domestic workers. Most of them would prefer other types of work, if it were available.

Approximately 100 different jobs were observed in 30 establishments in preparation of this study of the tobacco industry. In analyzing the skills of the workers in these jobs according to the Dictionary of Occupational Titles, 86% of them were classed as unskilled. However, further analysis showed that most of the jobs in the processing plants called for a fairly high degree of manual dexterity and eye-hand coordination. Comparable fields of work were found to be Simple Visual Inspecting, Simple Machine Operating or Tending, Equipment Serving, Miscellaneous Food Handling or Preparing, or any light elementary work.

On a recent visit to two Eastern North Carolina towns it was learned that around 700 and 2000 of these workers, respectively, would be out of work from six to eight months due to the closing down of tobacco processing plants for the season. Some of these workers would not be re-employed next season due to technological changes or labor saving machinery installed in the meantime. This pool of available labor could be used by an industry six to eight months in the year. Some groups in Eastern North Carolina towns have hesitated to invite or encourage other industries to develop for fear of disturbing the labor supply of the tobacco companies which have depended upon these workers for a number of years. And in turn, the workers seem to enjoy this type of work and prefer it to any other. It pays well and provides a congenial atmosphere for large numbers working together.

This situation is serious enough in normal times, but in a war-time economy all available manpower is needed. Labor market figures show that several thousand of these tobacco processing plant workers are out of work approximately 50% of the year. It would seem that some off-season industry could be established to utilize these workers without upsetting the already established tobacco industry.

Some industries to fit into this off-season pattern have been suggested—food processing such as canning or freezing early vegetables, further processing of peanuts, soy beans, grains or feed for farm animals. Others might be found. It is hoped that some North Carolinian will come forward with the necessary plans and funds to take up this lag in our State's economy.

NOTE: This study, "Tobacco in North Carolina Growing, Marketing, Processing", has proved to be of major interest not only to E. S. offices in North Carolina, but has been requested by 30 other States and three foreign countries; 49 tobacco companies have requested copies for use of their personnel, as well as 23 libraries outside the State. The number of copies distributed to date totals 1547. A limited number of copies still may be obtained from the Employment Security Commission of North Carolina.

STABILIZATION GROUP HOLDS PRICES

(Continued from page 107)

vice-presidents; L. T. Weeks, Raleigh, secretary and treasurer and general manager; W. T. Joyner, Raleigh, general counsel; E. Y. Floyd, Raleigh, public director, and other directors: T. W. Allen, Creedmoor; George Sockwell, Elon College; W. W. Eagle, Macclesfield; George L. Pate, Rowland, and J. I. Winslow, Greenville, N. C.

N. C. Has Ample Labor Reserves for Industrial Needs

By MRS. EDITH D. HUTCHINS, *Sr. Statistician, Bureau of Research and Statistics, ESC*

North Carolina's position with respect to manpower reserve is enviable for there is a sizeable labor reserve to meet further expansion needs. Despite th increasing absorption of the labor surplus in its industrialized areas, North Carolina continues to remain an area of supply, not only for its own demands but also for shortage areas in other States. Indicative of its labor resources is the State's marked industrial growth in the past ten years; for example, covered employment under the Employment Security Law is now almost 50 percent higher than in 1940. North Carolina is reducing the outflow of migrant workers to other States for better paying jobs because of increased job opportunities at home. Furthermore, the preparedness program is augmenting the State's potential labor supply which is currently estimated to be in excess of 100,000 workers.

It is readily accepted that manpower resources set a ceiling on employment expansion; however, this is a minor consideration in North Carolina for the potential recruitable labor supply is not only quite large but is subject to further expansion in times of national emergencies. It should be recognized, however, that with the expansion in all types of industry, particularly the rapid expansion in our defense, essential civilian, and war-supporting industries (especially textiles), the additional labor demands made upon our economy may cause temporary shortages. These shortages, whether they be lack of materials, shortages of specific occupational skills, inadequate transportation facilities, fuel, etc. may slow the pace of industrial expansion but are not likely to stop it.

Over 50,000 skilled and semi-skilled workers in this State are believed to be currently and potentially available for employment with new or expanding industries which pay wages and offer work conditions equal to or slightly better than the present industrial pattern. This supply includes potentially available workers not now in the labor force and commuting workers as well as workers currently unemployed and seeking work in the area. About 80 percent of these workers are trained in the following basic trades: (1) mechanical, (2) textiles, (3) furniture, (4) needle trades, and (5) construction. These workers are the best immediate source of workers for essential jobs because the skills and work habits of its members are superior to those of the bulk of the persons, who can in an emergency be drawn into the labor force.

In addition to those workers with recent employment background, there is an equal supply of unskilled recruitable workers who are under 45 years of age and deemed trainable for jobs requiring skills. This recruitable labor supply consists of: (1) high school graduates seeking jobs; (2) housewives who would welcome the opportunity of supplementing the family income due to the rising cost of living; (3) older men and women and handicapped workers who had experience in defense industries during World War II and who are anxious to become a part of the labor force again; (4) draft exempt young men anxiously searching for more gainful employment; and (5) agricultural workers who are available for more stable employment plus other agricultural workers who have been released from the farm due to increasing mechanization in agriculture.

Today North Carolina is better off from the standpoint of the available skills of its workers than before World War II because of the work experiences acquired in military service and in war industries. It is estimated that around 250,000 North Carolinians migrated to other states during the War and acquired many skills some of which were and are still foreign to North Carolina industry. Many of these workers returned to their home state bringing with them new skills developed elsewhere.

Conversely, approximately 115,000 workers from other states migrated to North Carolina during the same period and local labor working along side of them in war plants profited through on-the-job association with these skilled workers. The armed forces during the war period claimed over 300,000 men and women from the State and upon their return, these servicemen and women brought still more skills acquired during their period of service.

The population growth of North Carolina during the decade following 1940 was accompanied by a quickened expansion in the labor force. The State's population was 3,571,623 in 1940, a rank of eleventh in the Nation and the largest southeastern state. North Carolina ranked tenth among all states in its population of 4,061,929 in 1950, a gain of 13.7 percent for the decade. Covered employment increased 44 percent during the same period from a monthly average of 469,204 in the third quarter of 1940 to 675,555 in the comparable period of 1950.

Contributing factors for these large increases in both population and covered employment are (1) the State's high birth rate and (2) the increase in economic opportunities which has reduced the outmigration from the State and increased the flow of in-migrants, although it is believed that the State still has a net migrant loss. A definite indication that ample manpower reserves for production expansion are still available is the slight percentage gain during the decade in that portion of the population in covered employment. Covered employment in North Carolina during 1940 represented approximately 13 percent of the total population; whereas, it had increased only to about 17 percent in 1950.

In contrast, covered employment in comparable industrialized states (Michigan, Indiana, Missouri

and West Virginia)[2] comprises between 19 and 24 percent of their 1950 populations. Thus, North Carolina could very readily increase its working force to the point where covered employment under the Employment Security Law would rise from 17 to 22 or 23 percent of the total population. A rise in covered employment to 22 percent of population would alone add over 200,000 more workers than were covered in the third quarter of 1950.

During September 1940, there were 9,176 active employers covered under the Employment Security Program. By the comparable period of 1950 the number of covered establishments had increased by 62 percent to 14,886. The growth of the manufacturing portion of this covered employment during the decade has been very significant—increasing from an average monthly total of 2,845 units employing 319,721 workers in 1940 to 4,092 units (44 percent gain) employing 408,761 (28 percent rise) in the third quarter of 1950.[1] Finally, the success of the State in attracting new manufacturing industries is evidenced by the fact that in 1950 alone 31 major new manufacturing establishments with an estimated peak employment of over 9,700 and annual payroll of $24,700,000 were located within the State's boundaries.

In perspective, North Carolina's labor resources for industrial development should not only be ample to meet the foreseeable demand of its industries, but they should also be sufficient to afford a very significant further rise in number of new establishments and industries in the State.

[1]Latest Employment Security data available.
[2]Selected states with comparable coverage provisions.

Female Employment Should Continue Gain in N. C., 1951

By E. STANHOPE DUNN, *Supervisor of Reports and Analysis, Bureau of Research and Statistics, ESC*

The over-all employment level in North Carolina is expected to rise during the year 1951 as the huge defense appropriations result in a rapid expansion in the production of a wide range of goods that are to be needed in a war economy. The question then arises: How will the general level of employment rise to meet these production goals when we know that the armed forces will be a constant drain on the male labor supply, and that the reservoir of unemployed workers is already abnormally low? The most creditable answer, and possibly the only answer other than a great increase in the work-week of all workers, is the expansion of the female employed labor force.

North Carolina's prospects, and national prospects for that matter, are not as favorable for an employment expansion now as they were in 1940 before World War II. At that time unemployment was far above the present level. It is estimated that now the number of unemployed workers in the labor force in North Carolina is about 50,000 as compared with the more than 125,000 unemployed in 1940. Fortunately, the source for obtaining additional workers is not confined to those unemployed workers already in the labor force, for actually the greatest potential source of additional workers is the supply of employable women not now in the labor force, who can be attracted to jobs. Here again, the picture is not as bright in 1951 as in 1940.

Ten years ago women comprised only 26 percent of the labor force, whereas during the war women workers comprised about 40 percent of the labor force. Since that time, and particularly in 1946 right after the war, a number of women retired from the labor force, but the proportion of female to the total labor force has not dropped back to 26 percent, the 1940 level, by any means. Today it is believed that female workers constitute about a third of the labor force.

The following charts point up the trend of women in the labor force during the period 1943-1950 as depicted by two selected local office activities; namely, the proportion of nonagricultural placements of female to total placements, and the proportion of female applicants to all active applicants seeking jobs:

CHART I

Percent of Female Placements to Total Nonagricultural Placements: 1943-1950

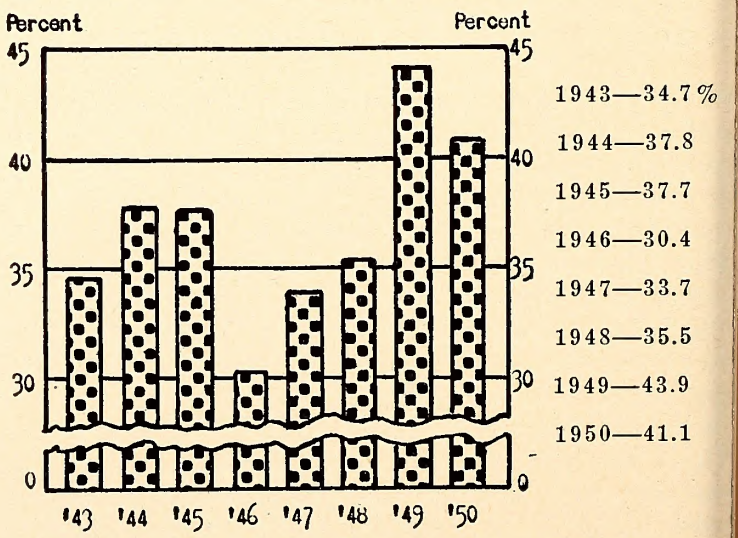
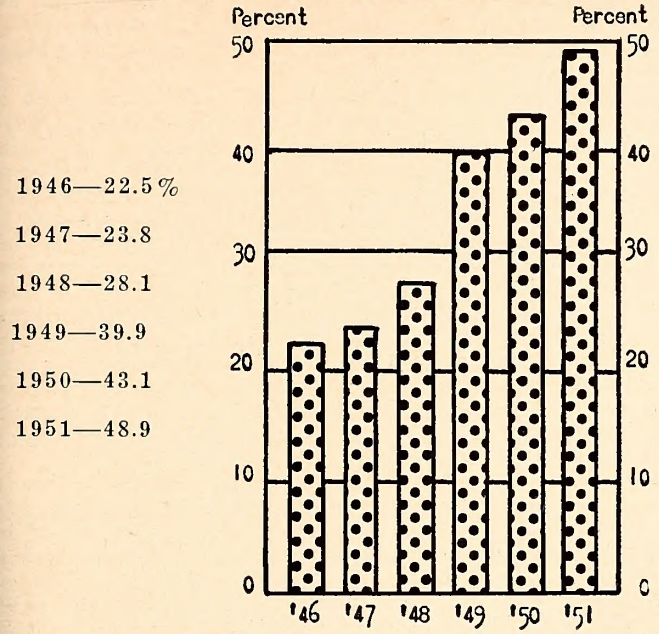


Chart II shows the rapid rise in the percent of female active applicants seeking work to the total of all applicants. Following the last war female active applications dropped to 6,354 or to only 22.5 percent of total applications at the end of 1945. During the first year after the war the level of female applications was comparatively stable, and stood at 7,000 or 23.8 percent of the total at the end of 1946. In each of the succeeding years the female proportion to the total rose steadily as follows: January

CHART II

Percent of Female Applications to Total Applications on File: Jan. 1, 1946-1951



948, 28.1 percent; 1949, 39.9 percent; 1950, 43.1 ercent; and January 1, 1951, 48.9 percent.

It is interesting to note that the *total* number of ctive applicants seeking jobs on January 1, 1951—mounting to 37,522—was only 8,099 more than the umber seeking work at the end of December 1945; vhereas 11,363 more *women* were seeking job in anuary 1951 than in January 1946 (18,363 as com-ared with 7,000). Obviously, for the past several ears, as revealed by the second chart on applica-ions, women have not fared nearly as well as men n obtaining jobs or else women have been constantly owing back into the labor market and thereby swell-ng the labor force.

The fact that for the two-year period, 1949-50, emale nonagricultural placements have comprised much greater proportion of all nonagricultural lacements than ever before tends to support the econd premise; i.e., women have been flowing back nto the labor market in increasing numbers. The pparent reason for this trend is the rising cost of iving which has necessitated an increase in wage arners; also, many women have already responded o the recent rise and expected further increase in ttractive job opportunities arising from the pre-aredness program.

North Carolina is fortunate to be a big labor sup-ly area which will permit it to bear a greater share f the total defense production. A survey, just re-ently completed, reveals a potential supply of over 5,000 females a large portion of whom are not now n the labor force but who are available for expand-ng employment and to offset the steady drain of men o the armed forces.

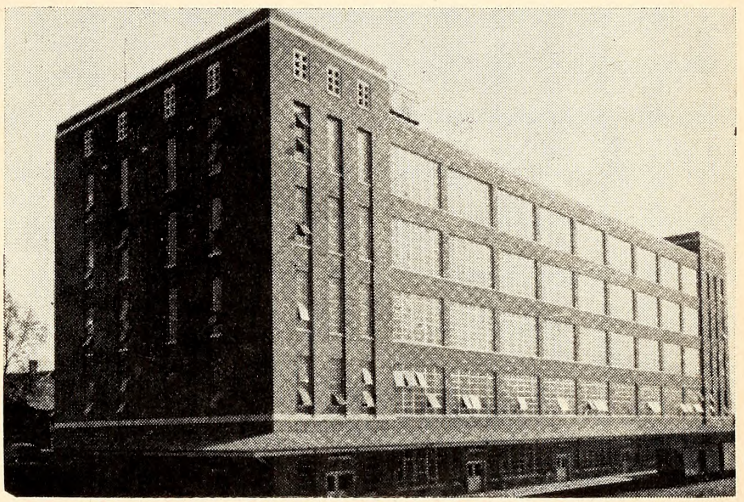
If a forecast had to be made of the one major conomic development for the year 1951—other than general rise in employment and production particu-arly in defense industries—it would be "The Great-r Emphasis Placed on Recruitment of Female Work-rs and the Steady Rise in Female Employment."

BULL DURHAM PLANT'S CAPACITY EXCEEDS 400 MILLION BAGS A YEAR

Bull Durham smoking tobacco, made from bright yellow Carolina leaf, made its appearance some 85 years ago and soon became known as "the makings of a nation". In fact the familiar "bull" on the package carries a very accurate outline of the map of the United States on his side.

However, Bull Durham was soon to become known in all areas of the world in which smoking tobacco was used, due to the nation-wide and world-wide activities of J. Gilmer Koerner of Kernersville and crews of workers in pasting a picture of the bull on every available space and even plastering the famous bull on the famous Pyramids of Egypt.

During World War I the Durham Sun in February, 1918, described the departure of the first train load of Bull Durham smoking tobacco pulling out of Durham freight yards



Bull Durham plant of American Tobacco Co. at Durham.

on its first lap of the long trip headed for the doughboys "somewhere in France". Mayor M. E. (Gene) Newsom of Durham delivered a patriotic address on the occasion of the departure of this train of 30 freight cars, describing it as containing 11,000,000 sacks of tobacco, enough tobacco bags to stretch 900 miles and enough tobacco to make a cigarette that would reach entirely around the world. The shipment, it was stated, was a supply for only half of a month, indicating that 22,000,000 sacks were to be shipped for the boys in France each month.

In World War II and also in the current Korean hostilities members of the United States Armed Forces have carried the familiar Bull Durham bags to many places. Today Bull Durham is manufactured in the modern plant in Durham which has an annual capacity of more than 400,000,000 bags.

EDITOR'S NOTE:—In May, 1951, after a funeral service and on the edge of the attendants in a Raleigh Cemetery, I saw a man rolling a cigarette and asked him what kind of tobacco he used. He replied: "Bull Durham—I've been rolling it into cigarettes and smoking it for more than 50 years." He responded to a query that he probably would let the American Tobacco Co. know about his record.

300 TOBACCO AUCTION WAREHOUSES

(Continued from page 112)

Fair Bluff—Planters 1 & 2, Dixie and Powell.

Fairmont—Mitchell-Davis, Davis, Big Brick, Farmers, Big "5", Holiday's, Dixie, Frye's 1 & 2, Peoples, Robeson County, Twin State 1 & 2, Star-Carolina 1 & 2, Planters 1 & 2 and Square Deal 1 & 2.

Fayetteville—Big Farmers 1 & 2 and Wellons.

Lumberton—Britt's, Hedgepeth No. 2, Liberty, Carolina 1 & 2, Dixie, T. J. Smith's No. 2 and Planters (new).

Tabor City—New Farmers-Carolina, Garrell's and Planters.

Whiteville—Brooks, Motley's, Crutchfield's, Farmer's, Tuggles, Lea's No. 1, Nelson's, Moore's, Planters 1 & 2 and Perkins & Newman 1 & 2.

BURLEY BELT

Asheville—Carolina, Farmers, Dixie 1 & 2, Planters 1 & 2, Bernard-Walker 1 & 2 and Haneys & Walker.

Boone—Mountain Burley 1 & 2 and Farmers Burley.

West Jefferson—Tri-State Burley and Planters.

DUKE ENDOWMENT MILLIONS AID HEALTH, EDUCATION, RELIGION

Most North Carolinians are familiar with the action taken by James B. Duke on December 10, 1924, when the announcement was made of the establishment of the Duke Endowment. This Endowment provides benefactions amounting to many millions of dollars to numbers of organizations and individuals in North and South Carolina through the years to come. Its assets of $40,000,000 to begin with were increased through Mr. Duke's will and accruals to $80,000,000 and continues to increase under the terms specified under its provisions.

The name of Trinity College at Durham was changed to Duke University, honoring his father, Washington Duke, and the college plant was greatly enlarged and heavily endowed. This institution was the chief benefactor. Sizable sums were to be distributed annually to Davidson College at Davidson, Johnson C. Smith University at Charlotte and Furman University at Greenville, S. C.

Other provisions devoted extensive funds to building and helping support new and established hospitals and in providing free beds at hospitals in both North and South Carolina; construction and maintenance of Methodist churches and in the care and support of retired ministers of Methodist churches in North Carolina, their widows and orphans.

The board of directors of the Duke Endowment is self perpetuating and includes about fifteen members, with George G. Allen as chairman. Other present members are Mrs. J. B. Duke, their daughter, Doris, and former business friends and associates of Mr. Duke, largely in New York and North Carolina.

Through this instrumentality James B. Duke, who accumulated a vast fortune by his own unsurpassed ability and skill in developing huge tobacco and electric power corporations, has thus provided for distributing large sums of money through the years for the education, health and comfort of thousands of individuals in the two states in which his chief activities were performed.

ONE FIRM STILL PRODUCES SNUFF; STARTED IN STATE 80 YEARS AGO

Snuff has been manufactured in North Carolina for 80 years or more but usually in small quantities and only by a few firms. The present Brown & Williamson Tobacco Corporation, Winston-Salem, is the only firm now producing snuff, the principal brand being Tube Rose. Probably the first snuff manufacturer in the State was John Ruffin Green, Durham, who started making snuff probably around 1870. His brand was Ladies' Choice Scotch Snuff, which is still being manufactured elsewhere by the American Tobacco Co. Other firms in the State have manufactured snuff at various times and for varying periods. Mr. Miller started snuff making at Brown & Williamson Tobacco Co. in 1907.

Snuff is a powdered form of tobacco, produced either from tobacco stems or from stems with varying amounts of leaf tobacco. It took its name from the way in which it is used by the sophisticated elite classes in England, France and other European countries. From the gold and silver snuff boxes in the earlier days a pinch of snuff would be taken between the thumb and forefinger, held to the nostrils and snuffed up into the nose. That method, in vogue more than a hundred years ago has probably passed out entirely. Another method of use was to pull out the lower lip and put a pinch of snuff between it and the gums.

"Dipping" has for many years been the most popular form of use, particularly among southern and western farm and factory women who continue as the principal users. The use of snuff, although supplanted in large part by the increasing use of cigarettes among women, has become fairly well stabilized and continues to be a minor but important adjunct of the tobacco industry.

Manufacturing snuff involves several processes. One is that the stems and parts of the leaf used in its manufacture are allowed to mold and damage in order to give the strength and base demanded in the production. Piles of stems are moistened and allowed to heat in the damaging process. These piles are shifted, moistened and allowed to heat two or three times. When the molding process has reached the proper point, the stems are dried thoroughly and ground and bolted into a fine powder. This powder is then flavored and sweetened to suit the taste. Some of the brands are strong and others sweet with variations between these extremes. The snuff is then packed in tin boxes or in paper "bales", sometimes referred to as "bladders" of snuff to be sold at varying prices according to the amount. The packaged snuff is then stamped, boxed and prepared for shipping to wholesale and retail outlets.

Principal implement used in "dipping" snuff is a small limb between one-fourth and one-half inch in diameter and five or six inches long usually pulled from gum and other suitable bushes. The big end torn from the larger limb is usually trimmed and chewed until it becomes a sort of small mop. This mop is moistened, dipped into the snuff and placed in the mouth where it is kept until another "dip" is desired.

CHANGES—ADDITIONS—CORRECTIONS from and to preceding issue on NEWSPAPERS—PRINTING—PUBLISHING

The Duke University Dinners, as a feature of the annual Press Institute of the North Carolina Press Association at the University of North Carolina at Chapel Hill in January of each year, were inaugurated in 1931, instead of 1933, as indicated. These annual Duke events were worked out and arranged by Josh L. Horne, Rocky Mount, Duke alumnus, while he was president of the North Carolina Press Association, and the late Henry R. Dwire, vice-president and in charge of public relations for Duke University, who had charge of these dinners until his death a few years ago.

Greensboro Daily News—Initials of William T. Polk, associate editor, were confused with those of his distinguished kinsman, President James K. Polk.

Elkin Tribune—In the item on former publishers the names of two brothers were reversed. W. E. Nichols has been for several years and continues with the Morganton News-Herald; H. G. Nichols was with the North Wilkesboro Journal-Patriot for many years until his death a few years ago.

Lincoln County News—The name of the late J. D. Bivins was used as a former publisher, when the name should have been John T. Perkins, whose son-in-law, A. B. Claytor, succeeded him. Mr. and Mrs. Perkins, now enjoying retirement and roving, are regular attendants at N. C. Press Association meetings.

Miss Nell Battle Lewis has conducted a folksy, informative and intensely interesting column "Incidentally" in the Raleigh News and Obbserver for some 15 years, with a brief period out for a stint as associate editor of The Raleigh Times.

The Raleigh News Bureau of the N. C. Association of Afternoon Newspapers, Inc., organized about 25 years ago, had two or three correspondents for a year or two, then John C. Baskervill became correspondent and manager, remaining on the job for about a dozen years. Baskervill was secretary of the Lenoir Chamber of Commerce for several years, then went with an insurance firm in Hickory. Henry Averill handled the bureau for about four years, and Robert L. Thompson, now editor of the High Point Enterprise, handled the job for some months. G. Lynn Nisbet has been in charge of the bureau for the past several years.

North Carolina Almanac and State Industrial Guide—This is a new almanac. This first issue appears for 1950-51. It contains 652 pages, largely information about North Carolina, its industries, agencies and activities. It is published by the Almanac Publishing Co., Raleigh, Mrs. Carl Goerch and Mrs. J. C. B. Ehringhaus, editors and publishers.

Publications of Employment Security Commission of North Carolina

(FORMERLY "UNEMPLOYMENT COMPENSATION COMMISSION OF NORTH CAROLINA")

Biennial Report, 1936-1938.
Biennial Report, 1938-1940.
Biennial Report, 1940-1942.
Biennial Report, 1942-1944.
Biennial Report, 1944-1946.
Biennial Report, 1946-1948.
Biennial Report, 1948-1950.
Annual Report, 1937. (Mimeographed.) Out of print.
Annual Report, 1938. (Mimeographed.) Out of print.
Annual Report, 1939. (Mimeographed.)
Annual Report, 1940. (Mimeographed.)
Annual Report, 1941. (Mimeographed.) Out of print.
Employment Security Law as amended (1951).
Employment Security News (mimeographed—weekly), started in 1936 by the North Carolina State Employment Service. Not issued during Calendar year 1945.
North Carolina Employment Security Information, Volume I, Numbers 1-12, 1941. (Discontinued.)
The U. C. C. Quarterly
Vol. 1, Nos. 1, 2, 3, 4 (1942-43)
Vol. 2, Nos. 1, 2, 3 (1944)
(No. 4 not issued)
Index to Vols. 1 and 2 (1942-44)
Vol. 3, Nos. 1, 2, 3, 4 (1945)
Vol. 4, Nos. 1-2, 3, 4 (1946)
Index to Vols. 3 and 4 (1945-46)
(Included in Vol. 5, No. 2-3)
The E. S. C. Quarterly (Name changed April 1, 1947)
Vol. 5, Nos. 1, 2-3, 4 (1947)
Vol. 6, No. 1, 2-3, 4 (1948)
Index to Vols. 5 and 6 (1947-48)
(Included in Vol. 7, No. 2)
Vol. 7, No. 1, 2, 3-4 (1949)
Vol. 8, No. 1-2 & 3-4 (1950)
Index to Vols. 7 and 8 (1949-50)
(Included in Vol. 9, No. 1-2)
Vol. 9, No. 1-2, 3-4 (1951)
Rules and Regulations, amended June 19, 1951.
Index and Digest of Commission Decisions 1-600.

CIRCULARS AND FOLDERS:

Benefit Payments for Partial Unemployment.
Employer Experience Rating in North Carolina.
Information for Workers about Unemployment Compensation.

POSTERS:

Employer's Certificate of Coverage and Notice to Workers.
Notice to Workers—Partial Benefits.
Are You Protected?

RELEASES OF THE BUREAU OF RESEARCH AND STATISTICS

Current Series

"Trends"—A monthly mimeographed activity report first issued in June 1943. Data for period 1938-1943 found in other series now out-of-print.
"Employment and Wages in Covered Employment by County"—A quarterly mimeographed release giving employment and wage data in covered employment for each county for five broad industry groups. First release First Quarter of 1948.
"Covered Employment and Total Wages in North Carolina"—An annual report for calendar years, issued in two parts as follows:
1. Summary data for State by two-digit industry and employment and wages by counties,
2. County data by three-digit industry. First released in 1943.

"Experience Rating in North Carolina"—An annual study of the experience rating plan and its operation. First release in 1946. (1948 issue out of print.)
"Labor Resources in North Carolina for Industrial Development"—A bimonthly release begun in January 1951 showing recruitable labor by county.
"Labor Supply—Labor Demand"—a labor market digest released in February, June, and October based on sample employment trends in over 700 reporting establishments in 14 selected areas. First release entitled "Employment Trend in Reporting Establshments" first issued in 1946. Out-of-print prior to 1949.
"Labor Market Digests"—An employment security office release showing labor market conditions in office area. Only current releases available. Released as follows:
1. Bi-monthly for Asheville, Charlotte, Durham, Greensboro, High Point, Raleigh, and Winston-Salem, and
2. In October, February and June for Burlington. Gastonia, Morganton, Reidsvile-Spray and Wilmington.

"Annual Report of Employment Service Division"—A mimeographed release dealing primarily with activity summary data by office, presenting data graphically for evaluating purposes. A similar graphic presentation is prepared for each January-June period. For limited distribution only.

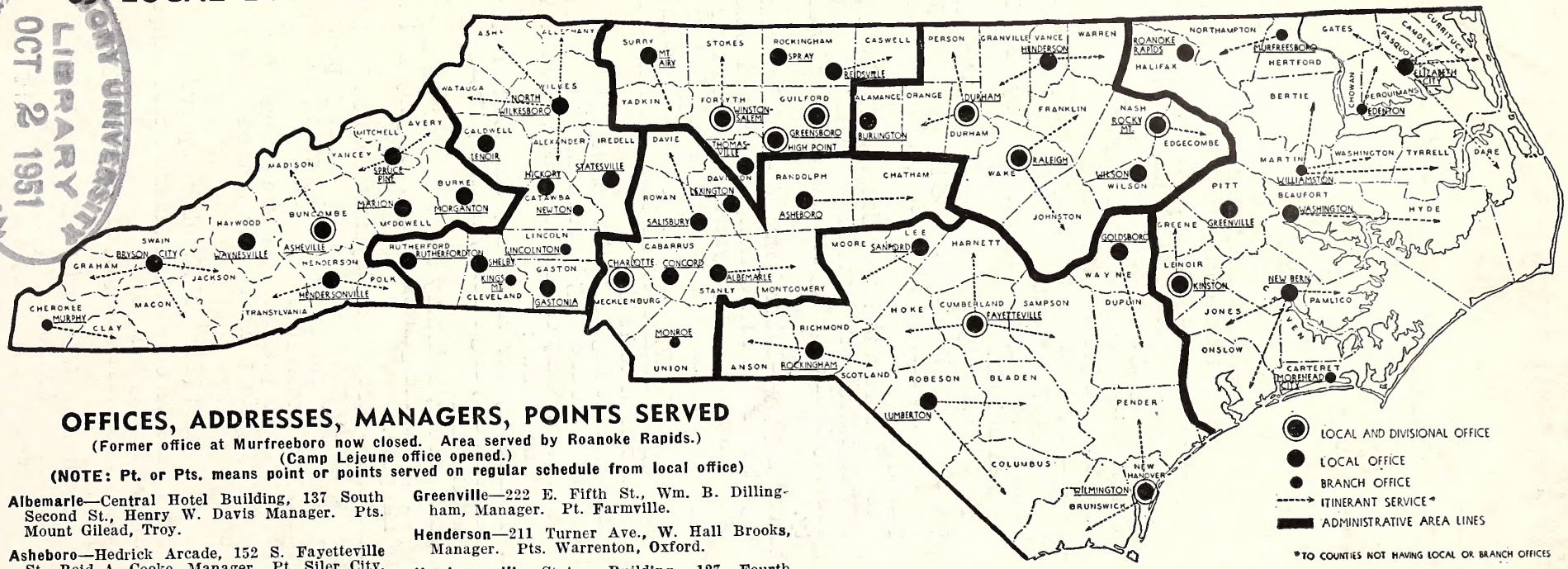
Special Studies (Limited Number Copies Available)

"Measurements of Industrialization and Employment Stability" (1945)
"Trends in Covered Employment and Wages 1942-1945."
"Trends in Manufacture 1945-1946."
"The Course of Inflation" (1948)
"The Influence of Industry on Population Change" (1948)
"Research in the Employment Security Program" (1948)
"Measurements of Employment Instability" (1948)
"An Analysis of Exhaustees—January-February 1950"
"North Carolina Employment and the Labor Force, 1947"

EMPLOYMENT SECURITY MAIL
UNITED STATES POSTAGE ACCOUNTED
FOR UNDER ACT OF CONGRESS
(Sec. 35.4 (P) (1), P. L. & R.)

EMORY UNIVERSITY LIBRARY OCT 2 1951

65 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 54 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

(Former office at Murfreeboro now closed. Area served by Roanoke Rapids.)
(Camp Lejeune office opened.)
(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Henry W. Davis Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 152 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Piedmont Building, 86-88 Patton Ave., Bonny C. Wilson, Manager. Divisional Office, Savoy Hotel Bldg., 315 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Robbinsville, Franklin.

Burlington—Piedmont Hotel Building, 108 Andrews St., Charles R. Stone, Manager.

Camp Lejeune—Navy Warehouse opposite Labor Board, Midway Park, Duke Amerson, Int.-in-charge.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—Pythian Bldg. Annex, Market St., Lewis B. Morton, Manager. Pt. Kannapolis.

Durham—Pollard Building, 111 N. Church St., Mrs. Ethel C. Lipscomb, Manager. Divisional Office, 126 Parrish St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, in charge. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Howard W. Winstead, Manager. Pts. Currituck, Manteo, Buxton.

Fayetteville—Prince Charles Hotel Building, S. Thaddeus Cherry, Manager. Divisional Office, 124 Pittman St. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Doyle A. [illegible] Manager. Divisional Office Barnes

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—Lutz Building, 1223 Eleventh Ave., H. D. Boyles, Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Kings Mountain—Bridges Building, S. Cherokee St., Mrs. Mary B. Goforth, Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St.. Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second St., John R. Fish, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, in charge.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ East Court St., David S. Gray, Jr., Manager.

Monroe—American Bank & Tr. Co. Bldg., 102 E. Franklin St., Miss Helen Cason, in charge.

Morehead City—700 Evans St., Mrs. Julia P. Tenney, Manager.

Morganton—Davis Bldg., 306 S. Green St., Austin L. Clodfelter, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 125 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yad-

Murphy—County Court House, Glen T. Raper, in charge. Pts. Andrews, Hayesville.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Mrs. Kathryn A. Lott, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., James A. Gawthrop, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., W. Alan Knight, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—Wilkinson, Bulluck & Co. Bldg., 126½ N. Main St., Wm. J. Ecklar, Manager. Divisional Office, Douglas Building, 211 N. Main St. Pt. Tarboro.

Rutherfordton—Williams Building, 201-205 W. First St., Earle W. Justice, Manager. Pt. Forest City.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocks-

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern Pines, Pinehurst.

Shelby—Finance Building, 215 E. Warren St., John M. Gaston, Manager.

Spray—County Adm. Building, Boone Road, Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 100 Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pts. Canton, Sylva.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—First Federal Building, 26 North Second St., William H. Powell, Manager. Divisional Office, First Federal Building, 22 N. Second St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office, 807 N. Liberty St. Pt. Kernersville.

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THE E. S. C. QUARTERLY

VOLUME 10, NO. 1-2 WINTER-SPRING, 1952

N. C. Tops All States in Production of Bedroom, Dining Room Wooden Furniture; High in Living Room, Office



Examples of fine quality dining room (top) and bedroom (bottom) furniture manufactured in North Carolina

PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 10, Numbers 1-2 Winter-Spring, 1952

Issued four times a year at Raleigh, N. C., by the

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

Commissioners: Mrs. Quentin Gregory, Halifax; Dr. Harry D. Wolf, Chapel Hill; R. Dave Hall, Belmont; W. Benton Pipkin, Reidsville; C. A. Fink, Spencer; Bruce E. Davis, Charlotte.

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North Carolina State Employment Service Division

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Informational Service Representative

Cover illustrations represent typical North Carolina industries or business activities under the Employment Security Program.

Sent free upon request to responsible individuals, agencies, organizations and libraries. Address: E. S. C. Informational Service, P. O. Box 589, Raleigh, N. C.

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N. C. FURNITURE MANUFACTURING

Furniture manufacturing, described as cabinet makers shops, was one of the nine industries listed for North Carolina in the first U. S. Census in 1790. The 1950 Census Bureau report shows that furniture manufacturing is the fourth industry in importance in the State, topped only by textiles, tobacco and lumber and timber products. The value added to furniture and fixtures in 1950 was placed at $106,501,000. Sales of furniture in 1951 are estimated conservatively at $250,000,000.

North Carolina probably has 450 furniture plants, including numerous small novelty shops in homes and schools. The Labor Department list includes more than 350 plants. Records in the ESC office show that 305 firms are covered by the Employment Security Law; that is, having eight or more employees, although two or more plants often are reported under one employing firm. The ESC figures for 1947 show that 345 plants were covered and operating, indicating reduction in number. However, average monthly employment in furniture manufacturing in 1950 was 32,793, which is 12.5% greater than the figure of 29,141 for 1947, only three years before. More important, the 1950 figures show that furniture factory payrolls in the State aggregated $78,685,816, an increase of 40.9% over the 1947 figure of $55,848,796.

Furniture manufacturing is not the most stable of North Carolina's industries. Like textiles, it reflects business conditions. In good times the sales are good. Few householders buy furniture in depressed periods. This is reflected in the average annual contribution rate of 1.82 for 1950, against the maximum of 2.7% and as compared with the State-wide rate of 1.59% for all employing firms. The past year, or a part of it, was a hard one on the furniture industry as a whole, due to lack of orders. However, numbers of well-established firms and novelty furniture producers have maintained normal full-time operations for several years, some of these even operating on over-time bases.

In this issue an effort is made to cover the furniture industry as completely as conditions permit. North Carolina has approximately 140 furniture plants that employ 50 or more workers, located largely in the Piedmont area. The Editor has visited offices or officials of more than 90% of these larger plants, seeking information for individual articles on these plants. As a result 120 articles describe operations of as many individual plants. A few of these were secured through correspondence with officials, when time and conditions did not allow visits.

Furniture manufacturers were asked to furnish only such information as they were willing to have publicised, but were requested to supply enough to give the importance, size and extent of their operations. Many of them gave full information, without restraint. Others gave such as they desired. In some instances, officials promised to send the information, but failed to do so. In rare instances, they did not care for publicity. In one case, the Editor visited the office four times (conveniently located) and wrote four letters—without contacting or even hearing from the principal official.

This statement is made to indicate the efforts of the Editor to make this a complete issue. If articles are missing on some firms which should be included the reason is with officials of such firms, not us.

Pipkin New Commissioner; Hall and Fink Reappointed

Willis Benton Pipkin, Reidsville, new member, and obert Davidson Hall, Belmont, and Charles Allison ink, Salisbury, each completing 10 years of service, ere appointed last fall by Governor Scott to four ear terms as members of the Employment Security ommission of North Carolina. The three were administered the oath of office November 16, 1951, in overnor Scott's office by Associate Justice Itimous alentine of the North Carolina Supreme Court.

Mr. Pipkin, a textile executive, succeeded Marion . Heiss, Greensboro, as an employer representative. Mr. Hall, also a textile executive, is the other mployer representative on the Commission and Mr. ink, president of the State Federation of Labor, FL, is an employee representative.

The other four members have appointments which ontinue until July 1, 1953. They are Chairman enry E. Kendall; Mrs. Quentin Gregory, Halifax, nd Dr. Harry D. Wolf, Chapel Hill, both representg the general public, and Bruce E. Davis, Charte, state official of the CIO, representing emloyees.

Biographical sketches of the one appointed and vo reappointed members of the Commission are iven below. Similar sketches of the other four embers appear in earlier issues of this publication: hairman Kendall in the Summer, 1946, issue; Mrs. regory and Mr. Davis in the Summer, 1949, issue, nd Dr. Wolf in July, 1941, issue (in predecessor ublication).

WILLIS BENTON PIPKIN

Willis Benton Pipkin was born in Reidsville, Febuary 6, 1905, son of the late J. B. and Mary C. Pipkin. He graduated from the Reidsville High School in 1922 and received his B.S. degree in Commerce at the University of North Carolina in 1926. In his senior year at Carolina he was president of the Phi Beta Kappa, an honor attained as the result of leading his class in scholarship during his three previous years there. In 1928 he was awarded the degree of Master of Business Administration by the Business School of Harvard University.

After a year's work in the Credit Department of the South Carolina National Bank at Charleston, S. C., he was appointed in 1929 as a teacher of Business and Economics in the College of Commerce of Tulane University, New Orleans, La., becoming professor of Business Finance. In 1932 he resigned to return to Reidsville and join his father in the operation of the Edna Mills Corporation, serving as treasurer until 1946. At present he is manager of the Eagle Fabrics Co., and vice-president and a director of the Bank of Reidsville. He and his sister, Miss E. Edith Pipkin, are owners of the Belvedere Hotel in Reidsville.

Mr. Pipkin is a past president of the Reidsville Rotary Club, a trustee of the Baptist Church, chairman of the Industrial Committee of the Reidsville Chamber of Commerce, a former member of the Penn Memorial Hospital board and chairman of the committee to raise $85,000 locally for a new hospital wing. Last year he was county chairman of the Crusade for Freedom, has been a member of the Reidsville Community Chest and at present is a member of the Board of Directors of the North Carolina Children's Home Society of Greensboro.

On September 19, 1931, Mr. Pipkin married Miss Ruth Petty Pringle of Charleston, S. C. They have two sons, John, 16, and Pringle, 13.

embers of the Employment Security Commission of North Carolina. Left to right: Bruce E. avis, Charlotte; Dr. Harry D. Wolf, Chapel Hill; Charles A. Fink, Salisbury; Mrs. Quentin Greg-ry, Halifax; Chairman Henry E. Kendall, Raleigh; R. Dave Hall, Belmont; W. Benton Pipkin, eidsville, new member.



ROBERT DAVIDSON HALL

Robert Davidson (R. Dave) Hall, Belmont textile mill executive, was reappointed to a four-year term as a member of the Employment Security Commission by Governor Scott, after he had completed ten years of service on this commission by appointments by three former governors. He has continued as one of the two employer representatives since the present type of commission was established by the 1941 General Assembly.

Mr. Hall is a native of Belmont, born July 3, 1897, son of M. N. and Annie Denny Hall. He graduated from the Bel-

mont High School in 1915 and was awarded the A.B. degree in 1919 at Davidson College, where he was a member of the Phi Gamma Delta social fraternity. During World War I he served as a Second Lieutenant and after the war became active in the work of the American Legion, culminating in his election and distinguished service as Commander of the State Deportment of the Legion in 1940-41.

Working as a day laborer during his vacations from high school and college in textile mills in Belmont, Mr. Hall took his first full-time job as bookkeeper for the Climax Spinning Co. and the Majestic Manufacturing Co. in Belmont in 1919. Moving up the ladder, he is now secretary and treasurer of these two mills, secretary and assistant treasurer of the Stowe Thread Co., assistant secretary and treasurer of the Sterling Spinning Co., president of the Belmont Hosiery Mills, Inc., and president of the Belmont Knitting Co.

In affiliated activities, Mr. Hall served two terms as president of the Southern Combed Yarn Spinners Association, was president of the North Carolina Cotton Manufacturers Association, was a director of the American Cotton Manufacturers Institute, Inc., was spinner delegate to the National Cotton Council of America and during World War II was chairman of the Advisory Committee on Combed Yarns for the Office of Price Administration.

Other present activities are as director of several companies, including the Blue Ridge Insurance Co., Shelby; R. S. Dickson & Co., Charlotte; Bank of Belmont and Belmont Building and Loan Association. In civic affairs Mr. Hall is a former president of the Belmont Rotary Club, a past master of the Masonic Lodge, a former member of the Belmont School Board, a member of the Patriotic Order, Sons of America, and a member of the First Presbyterian Church of Belmont, having served for 15 years as superintendent of its Sunday School.

In 1935 Mr. Hall married Miss Mary Howe, of Belmont. They have one son, Robert Davidson, Jr.

CHARLES ALLISON FINK

Charles Allison Fink, Spencer, president of the State Federation of Labor and an original member of the Employment Security Commission (U. C. C.) as it was formed by amendments adopted by the 1941 session of the General Assembly, has been reappointed to a new four-year term by Governor Scott. Prior to his ten years a member of the Commission as employee representative, Mr. Fink had served for two years as a member of its State Advisory Council.

This perennial president of the State Federation of Labor was born on a farm in Rowan County August 7, 1889, one of seven children of Jacob Caldwell and Nettie Fesperman Fink. He attended the nearby log cabin school, getting little more formal education than the three Rs afforded, since money was scarce in the family. He continued work on his father's farm until after he was 21 years of age. Then, in 1911, he took a job as streetcar motorman in Salisbury-Spencer, holding that post for less than three years.

In 1913 Mr. Fink became an apprentice in the Electrical Department of the Southern Railway's shops at Spencer, and moved up to handling headlight and train control work. He continued in his job through several years as president of the State Federation of Labor, until 1947, when his labor union duties required full time. He still has his railroad job, but each year his leave of absence is extended another year—when he is reelected as head of the State labor organization.

Electricians in the Southern's shop organized a labor union in 1917, affiliating with the International Brotherhood of Electrical Workers. Mr. Fink served as treasurer of this local union for nine years and in 1931 was elected president of the Salisbury-Spencer Central Labor Union, a position he held for six years.

As a result of the split in the State Federation of Labor in 1937, Mr. Fink was appointed as State president to fill out an unexpired term and at the annual convention that year was elected president for one year. In the 14 years since, he has been reelected president at every State convention, usually without opposition. As State president, Mr. Fink has supervision of the 450 local unions making up the State Federation, which handles such matters as labor relations, education, legislation and others dealing with members.

Mr. Fink also edits the official organ of the State Federation, The North Carolina Federationist, a monthly magazine. He attends all sessions of the General Assembly, looking after the interests of his organization. Much of his time is spent in travel, visiting the local unions and Central Labor Unions in the various cities of the State. Seldom has he missed one of the 60-odd meetings of the ESC in his ten years as a member. For two years Mr. Fink also served as president of the North Carolina Railroad appointed by the Governor.

Mr. Fink, in 1913, married Miss Dora Wilhelm, of Salisbury. They have two sons: Raymond, 35, an M.A. graduate of the University of Michigan in accounting, a CPA now back in the Navy after serving as an officer in World War II, and Clarence, 32, graduate of the University of North Carolina, now a radio and household appliance salesman in California.

N. C. FURNITURE PRODUCTS

North Carolina's furniture industry sales in 1950 amounted to $218,000,000, an increase of about 37% over 1949, the Bureau of the Census reported recently. The figures show that North Carolina produced 10.17% of the nation's furniture sales of $2,144,000,000, which is about 33% more than in 1949.

This places North Carolina in second rank among the 48 states, Illinois leading with $222,000,000 in shipments. Other states following North Carolina are Indiana, third with $211,000,000 in sales; New York, $205,000,000; California, $145,000,000; Pennsylvania, $137,000,000, and Virginia, $120,000,000.

Wooden furniture shipments of North Carolina factories were valued at $157,534,000 in 1950 and $119,269,000 in 1949; upholstered household furniture in 1950, $52,063,000 and $34,587,000 in 1949; bedding products in 1950, $5,304,000 and $3,686,000 in 1949.

Total figure for 1950 used elsewhere in this issue is $210,000,000.

Exposition Building Officers

Officers of the Southern Furniture Exposition Building, High Point, are: Doak Finch, Thomasville, president; Henry A. Foscue, High Point, first vice-president; R. B. Terry, High Point, second vice-president; Paul W. Casey, High Point, secretary-treasurer and general manager.

T. L. Lingerfelt, general manager of the Ramseur Furniture Co., Ramseur, was elected president of the company recently. He will continue as general manager.

Furniture, Started Early, Among State's Leading Industries

Furniture manufacturing in North Carolina, moving forward from colonial days through the home shop, the cabinet shop, the furniture factory and the huge furniture plant, has placed this state at the top in the entire United States in the production of certain types of wooden household furniture. Furniture manufacturing is now North Carolina's fourth ranking industry, topped only by textiles, tobacco and lumber products. The 1950 report of the Bureau of the Census shows that $106,501,000 were added during that year to the value of the manufactured furniture products. Total value of furniture manufactured in this state last year is estimated at $250,000,000.

In 1950 North Carolina's sale of furniture amounted to $210,000,000 according to figures compiled by The Blue Book of Southern Progress, Manufacturer's Record, Baltimore, Md. These figures were broken down to show that the value of home furniture was $195,000,000; office furniture, $6,000,000; public and professional furniture, $3,000,000; partitions and fixtures, $3,000,000; additions and buildings, screens, $1,000,000 and miscellaneous furniture, $2,000,000. This publication shows that the State had 455 active furniture establishments; employed 33,000; value of active plants, $25,000,000; income from payroll and profits $90,000,000; cost of materials and services, $120,000,000; sales, $218,000,000.

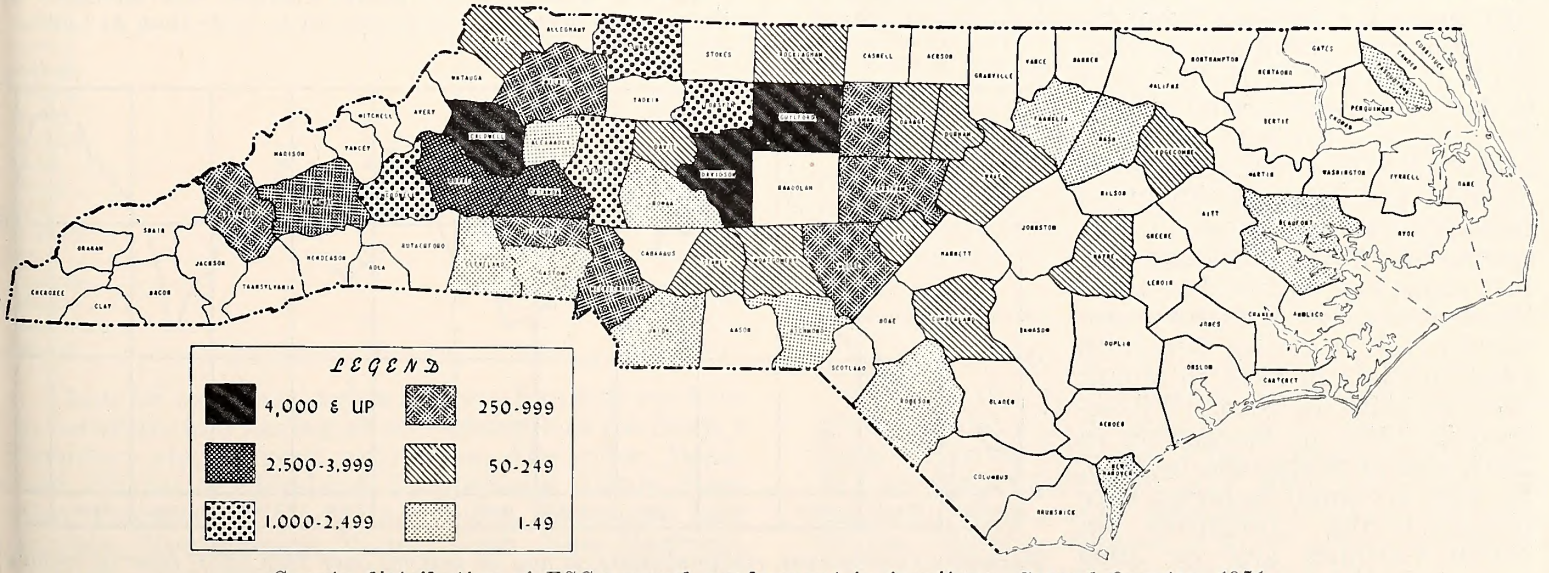
North Carolina, according to this Blue Book, produced approximately one-fourth of all of the furniture manufactured in 17 southern states, including the District of Columbia and the four border states of Maryland, West Virginia, Kentucky and Missouri. From a breakdown of these figures it is shown that North Carolina had 49.4% of the active furniture establishments and 28% of furniture plant employment, both figures indicating larger furniture plants in North Carolina; 26.6% of the value of active plants, almost 25% of the income from payrolls and profits; 24.3% of the cost of materials and services and supply more than 24% of the gross sales of these 17 southern states.

Compilations from other Blue Book figures give the relative importance of the furniture industry in North Carolina as compared with that of all other manufacturing enterprises of both durable and nondurable goods. In active plants, the furniture industry operates 6.8% of the state's total and employs practically 8% of the total number of workers in all manufacturing enterprises. In relation to the total of all other industries, furniture manufacturing operates 4% of the value of active plants; has an income from payrolls and profits of 5.4% of the total; spends as costs for materials and services 3.5% of the total, and the sales of its products amount to 4.2% of the total.

James T. Ryan, executive vice-president (former executive secretary) of the Southern Furniture Manufacturers Association, estimates that North Carolina's furniture production last year amounted to $250,000,000. Actual figures on comparisons are not available for any year since the Bureau of the Census report of 1947. At that time North Carolina led the nation in wooden household furniture of all kinds except upholstery, accounting for 15% of the total production and was second in the production of upholstered furniture, which amounted to 9% of the total. At that time North Carolina stood first in the production of bedroom furniture with 24% and first in dining room furniture with 28%.

The North Carolina figures compiled by the Employment Security Commission show that in 1950 the state had 305 furniture firms which were subject to the Employment Security Act (employed eight or more workers) in contrast to the 345 such plants in 1947. Further figures show that the average monthly employment in 1950 was 32,793, an increase of 12.5% over the 29,141 in 1947. Payrolls of furniture firms showed an even greater increase, amounting to 40.9% in the three years. In 1950 total payrolls in the furniture industry amounted to $78,685,816 as against $55,848,796 in 1947. This comparison indicates a splendid development in the furniture industry in this three year period, even if no consideration is given to an advance in production through more modern equipment and increased skill or any increase in the price that may have been experienced during this period.

Looking backward, it is interesting to recall that the furniture industry had its small beginning with



County distribution of ESC covered employment in furniture. Second Quarter, 1951.

the beginning of the settlement of North Carolina. Except for the wealthier citizens who were able to buy furniture from distant markets and ship it in, the furniture required by the early settlers was made with crude tools by the householder. As size of communities increased, the methods of producing furniture changed. Small cabinet shops sprang up especially in the Piedmont section of the State.

When the Constitution of the United States was adopted in 1787, North Carolina was the third state in wealth and population. The first census in 1790 shows that industries in the State included blast furnaces, hollow ware factories, cotton mills, foundries, potteries, woolen mills, wagon factories and cabinet makers' shops. The settlers, including English Quakers, Scotch, Irish, Germans and other nationalities, found the hardwoods good, water power for their lathes and saws, intelligent labor and some prosperous homes to demand their products. In the early half of the last century expert craftsmen would take up their abode in the homes of the prosperous farmers and spend several weeks or months producing the furniture needed in the home, frequently with the help of slaves or members of the family.

Among earlier names of furniture producers are those of Peter Thurston, High Point, "Uncle Billy" Pickard and Gus Jones of the former Browntown, near High Point; Henry Payne, who operated a furniture factory in Caldwell County before the Revolutionary War and whose descendants are still furniture makers in Lenoir, Hickory and Statesville. Abner Payne succeeded his father and produced many fine pieces of furniture still found in Caldwell and Catawba Counties. Henry Payne had served an apprenticeship in Lincolnton under a cabinet maker named Houser who had learned the trade in South Germany. Michael Healen, an Irishman, learned the trade in England and settled in Stokes County in 1792. He produced many fine furniture items, still found in Stokes, Surry and Forsyth counties, before his death in Surry County.

Furniture making in North Carolina continued primarily in the cabinet shop stage until after the War Between the States. Extensive credit is given to Captain W. H. Snow, of the Union Army, who settled in the High Point community and provided the vision and energy which gave impetus to furniture making. In High Point the High Point Furniture Co. was organized in 1888 by T. F. Wrenn, J. H. Tate and E. A. Snow. Prior to that in 1881 the White Furniture Co. had been started in a very small plant by Will and Dave White in an industry that continues in successful operation. Although cabinet shops had operated in all of these places, actual factory production was begun in Lenoir in 1889, in Elkin in 1894, in Mount Airy in 1896, in North Wilkesboro in 1901, in Morganton in 1904, and in Statesville in 1909. By 1890 six small factories were manufacturing furniture in North Carolina and by 1900 forty-four plants were in operation, one-fourth of them in High Point.

This, sketchily, is the beginning of the huge furniture industry in North Carolina. Additional names are included in an article listing many of the furniture pioneers of the State.

PERMANENT FURNITURE MARKETS

Principal furniture markets with permanent exhibit spaces are: American Furniture Mart, Chicago; New York Furniture Exchange, New York City; Southern Furniture Exposition Building, High Point; Los Angeles Furniture Exchange, Los Angeles; and in Boston; Kansas City; San Francisco, and others. Special displays are made in these markets in January and July.

When reference is made in this issue to permanent exhibits in Chicago, New York, High Point and Los Angeles, and others, it means generally that the exhibit spaces are in the building or groups of buildings making up the markets in these cities. Occasionally, however, the manufacturer will have permanent exhibit space in a building close to the markets listed. In addition, furniture manufacturers in the different groups have what is termed pre-season or off-season displays usually in late October or early November, particularly designed to allow representatives of department stores to purchase and have made up furniture supplies for their January sales.

During these pre-season showings displays are held in the Community Center in Hickory, the Southern Furniture Exchange Building at High Point, and also in the show rooms maintained by the manufacturers in Lenoir, Hickory, Morganton, High Point, Thomasville, Lexington, and at other central points in the State.

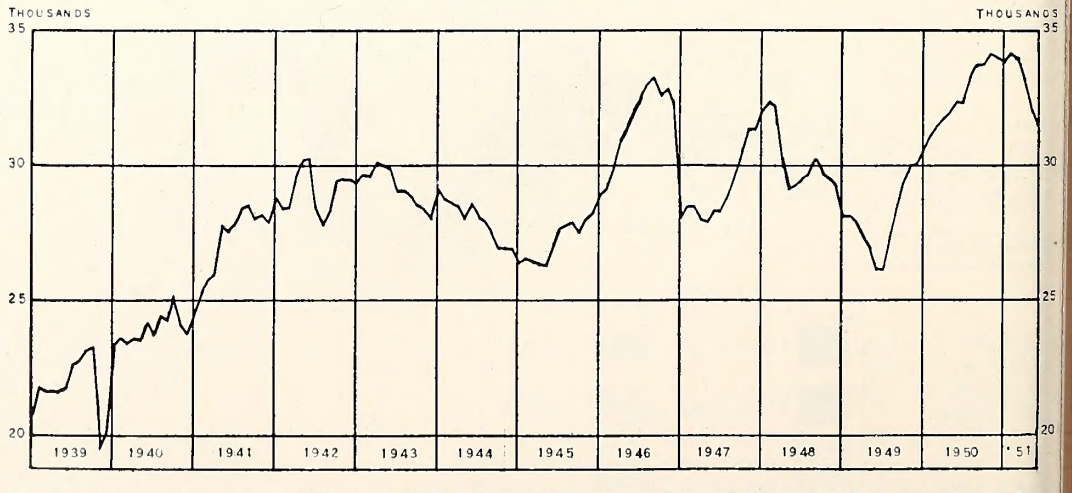
N. C. LEADS IN WOODEN FURNITURE

(Continued from page 7)

tures; (5) window and door screens, shades and venetian blinds; and (6) miscellaneous furniture and fixtures items. Not included are firms engaged in sawmilling, millwork, woodworking on individual order and reconditioning and repairing furniture.

Available information indicates that last year North Carolina's employment in the furniture and fixture industry was third in the nation, headed by New York and Illinois, with Indiana as poor fourth. Naturally these figures refer to metal as well as wooden furniture. These figures indicate, but do not show definitely, that North Carolina leads the entire nation in the production of wooden furniture and fixtures.

Hy-Lan Furniture Co. plant, Hickory, was damaged by fire a few weeks ago, loss estimated at more than $10,000.



Furniture employment, rising steadily, is now 50 percent over 1939 (ESC covered employment by month: Jan., 1939, through June, 1951)

N. C., With 42 Active Counties, Leads in Wooden Furniture

North Carolina, in 1950, had 305 firms engaged in manufacturing furniture which were subject to the Employment Security Law, which means that they had eight or more employees. The average monthly employment in these plants was 32,793, which may mean that as many as 40,000 workers were employed full time or part time in these plants. The total annual payroll in 1950 was $78,685,816.

Average weekly earnings of furniture workers in North Carolina, covered by the Employment Security program, was $46.13, as compared with $41.83 in 1949, an increase of 10.3%. This increase is accounted for largely by wage advances and by a longer work schedule. The Employment Security Commission records show that in 1950 the average contribution rate paid by furniture employers to the Commission was 1.82% of the payrolls, as compared with the base rate of 2.7% and with an average rate of 1.59% for all covered employment in the State. This indicates that employment in furniture was less stable than the average for all state employment.

North Carolina had 14 counties in which more than 500 workers were employed in the production of furniture. It is interesting to note that Davidson County topped the list with an average monthly employment in excess of 5,000. Thomasville and Lexington are the two principal furniture cities. Guilford ranked second in furniture employment, even though it contains the principal furniture city of High Point. Also interesting is the fact that Caldwell County had average employment of only 30 less than Guilford County, which would seem to mean that Lenoir topped High Point in the average number of employees engaged in furniture making. Catawba County with the Hickory-Newton-Conover-Claremont area was four on the county list in furniture employment.

The number of firms in the 14 larger furniture counties, the average monthly employment and total payrolls in those counties with 500 or more workers in 1950 follow:

TOTALS	No. Of Firms	Av. Monthly Employment	Total Payrolls
State Total	305	32,793	$ 78,685,816
Davidson	27	5,036	12,133,988
Guilford	75	4,693	11,778,114
Caldwell	18	4,653	11,789,886
Catawba	48	3,817	9,084,096
Burke	5	2,409	6,084,265
Randolph	13	1,437	2,638,803
Iredell	19	1,344	2,994,663
Forsyth	12	1,056	2,826,602
Surry	6	1,155	2,518,734
McDowell	--------	1,024	2,405,039
Wilkes	10	992	1,901,630
Buncombe	4	610	1,683,276
Alamance	7	585	1,682,404
Mecklenburg	12	541	1,694,243
Other 28	47	3,441	7,470,073

These 28 counties, each with less than 500 workers in furniture and having about one-tenth of the State's furniture employment, are: Ashe, Alexander, Beaufort, Chatham, Cleveland, Cumberland, Davie, Durham, Edgecombe, Franklin, Gaston, Haywood, Lee, Lincoln, Montgomery, Moore, Nash, New Hanover, Orange, Pasquotank, Richmond, Robeson, Rockingham, Rowan, Stanly, Union, Wake and Wayne.

Data in this item relate to the major industrial group specifically designated as furniture and fixtures under the following broad types of production: (1) household furniture; (2) office furniture; (3) public building and professional furniture; (4) partitions, shelving, lockers, and office and store fix-

(Continued on preceding page)

STURDY PIONEERS STARTED HUGE FURNITURE INDUSTRY FOR STATE

North Carolina has had numbers of pioneers in the development of the important furniture industry in the State, many of whom have already passed to their reward, but numbers of whom continue their earlier activities. Many of these pioneers and "greats" of the furniture industry started in very modest ways, with little capital and few workers. Numbers of them, through industry and native ability, developed their plants into large industries, making millionaires of their founders or executives.

Among those who may be classed among the pioneers and who are still active in their further development of the furniture industry are J. Sam White, long head of the White Furniture Co., Mebane; A. C. Chaffee, chairman of the board of Morganton Furniture Co., Morganton; T. H. Broyhill, of the Broyhill Furniture Factories, Lenoir; R. L. Prevost, of Unagusta Manufacturing Co., Waynesville; J. A. Martin, Liberty Chair Co., Liberty; W. T. Powell, Myrtle Desk Co., High Point; C. R. Barrier, Globe Parlor Furniture Co., High Point; O. W. Bolick, Southern Furniture Co., Conover; George F. Ivey, Southern Desk Co., Hickory; A. B. Johnston and J. R. Hix, American Furniture Co., North Wilkesboro; M. R. Bailey, Elkin Furniture Co., Elkin; R. C. Robbins, Hibriten Chair Co., Hickory; John Sobotta, National Furniture Co., Mount Airy; L. S. Gilliam, Carolina Parlor Furniture Co., Statesville; Charles L. Creech, Sr., Unique Furniture Makers, Winston-Salem; John D. Stockton, Fogle Furniture Co., Winston-Salem; J. S. Lynch, B. F. Huntley Furniture Co., Winston-Salem; Doak Finch, Thomasville Chair Co., Thomasville; O. E. Kearns, of former Kearns Furniture Co., High Point, now in textile industry; C. C. Cranford, former Randolph Furniture Co., Cranford Furniture Co., and others, Asheboro, now in textiles.

Among those who loomed large in the furniture industry in North Carolina and accomplished important goals in the State's industry—those who have now gone to their final rewards—are: Fred N. Tate and Roland T. Holton, The Continental Furniture Co., High Point; S. H. and C. F. Tomlinson, of Tomlinsons of High Point; William E. White, White Furniture Co., Mebane; F. H. Coffey, Kent-Coffey Mfg. Co., Lenoir; George O. Graves and J. C. Siceloff, Mount Airy Mantel & Table Co.; B. F. Huntley, B. F. Huntley Furniture Co., Winston-Salem; A. E. Smith, National Furniture Co., Mount Airy; J. R. Finley, Forest Furniture Co., North Wilkesboro; E. H. Kochtitzky, C. R. Merritt and J. A. Yokley, Mount Airy Furniture Co.

Frank Huffman, Drexel Furniture Co., Morganton; Frank S. Lambeth, James E. and Charles Lambeth, Standard Chair Co., Thomasville; G. F. Harper, Harper Furniture Co., Lenoir; J. M. Barnhardt, Barnhardt Furniture Co., Lenoir; T. Garland Shelton, Statesville Chair Co.; R. A. Williams, Williams & Brower, Siler City; M. A. Biggs and A. C. Click, Elkin Furniture Co.; J. D. Moore, Home Chair Co., North Wilkesboro and Ronda; L. E. Rabb and J. H. Beard, Caldwell Furniture Co., Lenoir; T. F. and M. J. Wrenn, J. H. Tate and E. A. Snow, High Point Furniture Co.; J. E. Kirkman, Giant Furniture Co., High Point.

T. J. and C. F. Finch and T. Austin Finch, Thomasville Chair Co.; Charles Hackney, Hackney Chair Co., Lexington; Henry Fraser, Myrtle Desk Co., High Point; J. E. Marsh, Marsh Furniture Co., High Point; J. J. Welch, W. S. Pickett and J. W. Harris, Welch Furniture Co., High Point, and others.

Southern Furniture Exposition Building Permanent Market

The Southern Furniture Exposition Building, located in High Point, the acknowledged hub of the furniture industry in the South and a natural development of one of the state's largest industries, was started in 1920. It opened in 1921 a ten story building containing a little more than 200,000 square feet. This furniture building or furniture mart now contains 463,890 square feet of display space, making it one of the larger furniture exposition buildings in the entire nation.

This furniture building remains open during the entire year and is filled largely with exhibits of furniture and rugs produced by southern furniture and rug manufacturers. Twice each year in January and July the furniture mart is open to the hordes of buyers for furniture and department stores operating throughout the United States and many foreign countries.

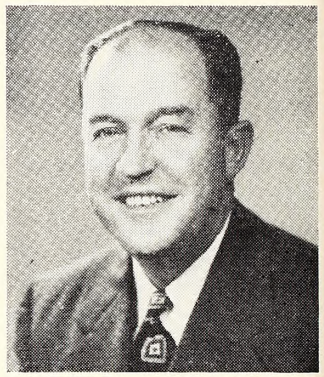
The High Point furniture market was developed by furniture manufacturers throughout the South as a central point for displaying their products to representatives of purchasers. In 1940, after 18 years of operation, it was found that additional space was needed. Four additional floors were constructed on top of the 10-story building, giving an additional 140,000 square feet of floor space. During the war period, December, 1942, to April, 1946, the building was leased and occupied by the Demobilized Records Branch of the Adjutant General's Office. Afterwards the building was reconverted and renovated and in 1950, when additional space was acquired, an annex was constructed containing approximately 124,000 square feet.

The idea of erecting the Southern Furniture Exposition Building was conceived by Charles F. Long, a successful glass manufacturer and furniture salesman. Its erection was a significant service to the furniture industry of the South and to national trade.



Twice enlarged Southern Furniture Exposition Building showing recent ten-story addition. Permanent furniture displays with special shows in January and July

The building stands as a monument to Mr. Long's vision and foresight.



PAUL W. CASEY
general manager and secretary-treasurer of the Southern Furniture Exposition Building.

A few figures indicate the importance of this furniture mart. In the first special display in July, 1923, the registration was only 772. In July, 1939, 16 years later, the attendance had reached 2,229. In the first post-war market in January, 1947, attendance had climbed to 5,147 and in January, 1950, the registration had increased to 6,379. A breakdown of the attendance in 1947 shows that the 5,147 dealers present represented 3,543 stores from 956 towns in 34 states and two foreign countries. It is expected that when figures for the January, 1952, display are compiled they will show that all previous records have been broken.

In the 10-story annex completed in 1950, three new automatic passenger elevators were installed, in addition to a new hydraulic truck elevator 12 feet wide and 42 feet long with a capacity of 35,000 pounds. This elevator is capable of lowering the largest truck vans now operated from the street level to the basement unloading area and is one of the largest ever built. The basement is large enough so that six trucks can be unloaded at the same time.

It is significant that within the four states touched in a radius of 150 miles from High Point is concentrated the greatest wooden household furniture area in the entire world. In this area is produced one-fifth of all of the wooden household furniture in the entire United States and this area accounts for more than 40% of all bedroom and dining room furniture produced in the nation.

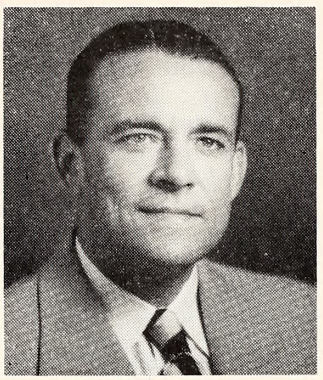
Stated in another way the States of North Carolina, Virginia, Tennessee and South Carolina produce 48.72% of all bedroom furniture and 39.5% of all the dining room furniture manufactured in the United States and produces 62⅔% of the dollar volume of all household furniture manufactured in the South.

The Southern Furniture Mart has become so well attended that means of taking care of the visitors poses a real problem. The splendid hotels in High Point and nearby Greensboro, Winston-Salem and Sedgefield are filled to capacity during the two weeks period twice a year. Overflow crowds frequently use the hotel space in Lexington and Asheboro, many of them going as far as Salisbury, Burlington and Reidsville.

The Southern Furniture Exposition Building in High Point has developed into an important economic factor for the furniture industry in the South and especially in North Carolina, which produces approximately one-fourth of all the furniture produced in 17 southern states, counting the District of Columbia and including the border states of Maryland, West Virginia, Kentucky and Missouri with Oklahoma and Texas on the western border.

State Furniture Progress Due to Woods, Labor, Initiative

By H. C. PHILPOTT, *High Point, Former President, now Chairman of Board of Southern Furniture Manufacturers' Association*



H. C. PHILPOTT

In reviewing the history of the Southern furniture industry, the question arises as to why furniture factories were built in this particular section of the country. The answer lies, I think, in the fact that before the turn of the century there were in most areas of the South large boundaries of timber, making lumber available at low prices, and the fact that there was also an abundance of cheap labor.

A generation ago it was not an uncommon practice for large trees to be cut down and stripped of their bark and the lumber, itself, left to rot in the woods. There was a market for bark at the tanneries, but sometimes no market for the lumber. In some areas it was a common practice to make rail fences from walnut. It is difficult for us today to realize that lumber was so plentiful not too many years ago.

EARLIER N. C. PLANTS SMALL

When the first plants were built, furniture produced in the South was, generally speaking, made with cheap labor and materials, and was consequently sold at a very low price. As was to be expected under such conditions, the quality of the product did not compare to that produced by factories in such old established areas as Jamestown, New York, Rockford, Illinois, and Grand Rapids, Michigan.

In many instances furniture factories were a natural outgrowth of a timber or lumber operation in which the saw mill operators eventually became manufacturers of furniture on a small scale. In practically every instance, these factories started operations on a very modest scale, without access to outside capital, and as profits were earned, these were plowed back into the business, resulting in gradual enlargement of plants and facilities, from year to year. Because of this slow but steady growth and the lack of outside financing, the industry is still, by comparison, made up of small units, most of which are located in small towns and rural communities, locally owned. Even today absentee ownership is the exception rather than the rule throughout the Southern furniture industry.

By virtue of the rather wide dispersion of furniture plants throughout North Carolina, employment has been made available to thousands of people who might otherwise not have found employment. The industry has in this respect played an important role in the development of a balanced industrial economy in North Carolina.

GREATEST EXPANSION IN 1920s

The industry experienced its period of greatest expansion during the boom era of the 1920's. During this period there was a tremendous demand for furniture, due to the home-building program after World War I. Many new plants were built in an effort to meet the demand for household furniture.

From the time the industry was started, until the late '30's, few radical changes had taken place in machinery and in operating techniques throughout the industry, other than the speeding up of individual machines and changes such as converting from a

J. T. RYAN HAS DEVOTED 40 YEARS PROMOTING FURNITURE INDUSTRY



JAMES T. RYAN

James Thomas Ryan, High Point, executive vice-president of the Southern Furniture Manufacturers' Association, has devoted more than 40 years of his eventful, effective and interesting life to the promotion of the interests of the furniture industry in the South. In addition to the many forms of recognition of his services to the industry where two or more furniture manufacturers are gathered together, a permanent honor was bestowed upon him about three years ago when the "James T. Ryan Furniture Professorship" was established in the School of Furniture Manufacturing and Management at State College of Agriculture and Engineering in Raleigh.

Mr. Ryan became secretary of the Southern Furniture Manufacturers' Association on January 1, 1912, following the organization of this association in August, 1911. The Association was a successor to the North Carolina Casegoods Association and the North Carolina Chair Association, both of which had been organized around 1902. When the Southern group was organized, it was little more than a railroad freight bureau, its chief interest being in freight rates, shipment conditions and the like. Mr. Ryan's qualifications included a background in railroad rates. He was then traveling freight agent at Charlotte for the Clinchfield Railroad and had previously been in the Rate Department of the Southern Railway.

When Mr. Ryan began his furniture duties the association was composed of about 40 furniture manufacturers, largely in North Carolina, a few in Virginia. As the furniture industry enlarged and expanded, due in no small part to his activities, Mr. Ryan's duties increased. In 1942 his position was changed to that of executive vice-president. His office, with its picture gallery of furniture greats, pioneers and present, is located on the first floor of the Southern Furniture Exposition Building in High Point. Here his staff of helpers hold the fort when it is necessary for him to be away at frequent furniture conventions, exhibits and conferences. His association now has 400 members in 14 southeastern and southwestern states, representing 90% of the furniture production in the South.

The first secretary of the Southern Traffic League, Mr. Ryan was elected president of that rate organization of shippers in 1922. In 1929 he was awarded the privilege of a practitioner before the Interstate Commerce Commission, and later was elected vice-president of the Association of I.C.C. Practitioners. Recently Mr. Ryan spent much time in Washington with various Government agencies working out and preparing the final regulations governing the furniture industry.

Mr. Ryan's experience and industry cause the furniture industry to lean heavily on him for advice and counsel and his ability and integrity are well and favorably known to railroad traffic men, Government officials and others who come in contact with him in any of his varied activities.

North Carolina State Library
Raleigh

belt driven to a motor driven operation. Indeed, a person familiar with furniture manufacturing in the early 1900's would still have known his way around a furniture manufacturing plant in the early 1930's.

During the late '30's, however, it became apparent that if certain intricate and complex products, such as automobiles, could be produced on a mass production basis, there was no reason why the same techniques might not also be applied to the furniture manufacturing process. Great strides have been made, therefore, within the past fifteen years in the design of woodworking machinery, in furniture factory layout, and in the manufacturing technique itself.

MODERN MACHINERY TECHNIQUES

For example, the drying of lumber was in former years a hit or miss process, sometimes requiring weeks and often resulting in waste of good lumber because of improper drying methods. Modern dry kilns have now reduced drying time to a matter of days and are controlled scientifically and automatically so that the lumber is not only dried to the proper moisture content, but waste in the drying process has been practically eliminated.

The discovery, and widespread use, of waterproof resin glues have also had an important impact on the furniture manufacturing process. Gluing opera-

(Continued on page 61)

Important Industries Develop to Supply Furniture Needs

By Fred Flagler, Jr., *Associate Editor, Furniture South, High Point*

Supplying the various needs of the furniture industry in North Carolina involves many, diverse enterprises, from logging, lumbering, box and container making on through to the final coat of wax for the gleam that brings out the best in wooden household furniture.

Textile mills in North Carolina find markets for their wares in the furniture factories. Many yards of material are consumed by upholsterers. Cotton batting enters the picture here too as padding is needed for upholstered lines of furniture.

LACQUERS, PAINTS, MACHINERY

While many of the suppliers have factories right here in North Carolina from which the furniture plants are serviced, there is still a great segment of the supplies that come to North Carolina furniture plants through branch warehouses and distributing points. Sandpaper and abrasives, finishing materials, such as stains, lacquers and varnishers are imported from out of state. Many lacquer and paint plants have located in North Carolina, however, to service the furniture industry. And in the High Point area in particular one will find a great number of manufacturing and servicing establishments whose primary customers are the furniture manufacturers.

North Carolina of course purchases much of its materials, goods and services from other sources. But even in the machinery field, one might be surprised to learn that machine shops, and rather large ones at that have grown with the furniture industry, designing and making machinery to fill the bill of faster, more economical and quality furniture production.

HARDWARE, MIRRORS, SPRINGS

Hardware for furniture is made in North Carolina too, although not on a large scale. Springs for seating, veneers and plywoods, glues and resins, screws, nails and shipping tags are all necessary for the modern furniture plant to produce. In fact it is hard to realize that one suite of furniture might represent mahogany from the Gold Coast, core stock from the native lumber stocks, sandpaper from some northern state, screws from Ohio, stains and lacquers from North Carolina.

North Carolina produces a large volume of mirrors both for retail consumption and use by manufacturers on bedroom furniture, chifforobes, vanities chests and other similar pieces of furniture for the home.

Springs alone constitute a rather healthy business in North Carolina too. Steel is fabricated by spring plants for springs in bedding and upholstered furniture. The bedding field alone is no small operation with several native plants in operation making mattresses and bedsprings with branch units of national companies doing the same thing.

Take away the allied industries related to the processes of furniture manufacturing in North Carolina and you would wipe away a total amount of energy and activity almost equivalent in size to that of the furniture industry itself. It takes many materials to process wood into the dining room suites, bedroom groupings and chairs that literally pour out of North Carolina week by week. And, as the furniture industry grows in the North Carolina section, bolstered by the growing prominence of the Southern Furniture Market, new industries will follow to serve the furniture making plants.

FURNITURE SOUTH MAGAZINE HAS SERVED INDUSTRY FOR 30 YEARS

In 1952, Furniture South magazine, with executive offices in the Exposition Building at High Point, embarks upon its 31st year of publication. Now a monthly journal, the publication is devoted to the Southern furniture industry. First known as the Southern Furniture Journal, the publication was founded to serve the interests of furniture manufacturers and retailers in the southeastern states.

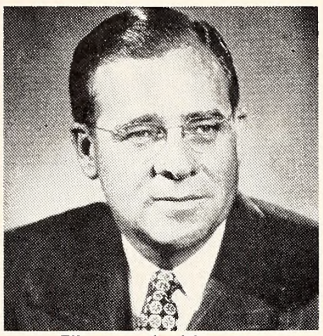
Many of its editors have gone on to greater heights, including Al Resch, now newspaper publisher in Chatham County; Harold Bennett, now head of Bennett Advertising Agency in High Point, and C. B. Houck, now operating his own advertising agency in Roanoke, Va.

Present editor is Howard B. Easter and associate editor is Fred Flagler, Jr. Publisher is N. I. Bienenstock.

The magazine, though not officially connected, works closely with the Southern Retail Furniture Association and the Southern Furniture Manufacturers Association, two independent trade groups whose offices are also situated in the Exposition Building. John H. Tobin is executive vice president of the retail group and J. T. Ryan, prominent figure in the furniture industry for many years, is the executive vice-president of the manufacturers' organization.—By F. F., Jr.

Furniture Foundation Aids Instruction at State College

By HENRY A. FOSCUE, *President, Furniture Foundation, Inc.; Chairman, Educational Committee, Southern Furniture Manufacturers' Associaltion*



HENRY A. FOSCUE

An Educational Committee was appointed by the Southern Furniture Manufacturers' Association in the late summer of 1945, with Henry A. Foscue, High Point, as chairman. This committee worked to the end of establishing in the South an educational program with a two-fold purpose:

To offer young men who have a desire to enter the furniture industry and who have the aptitude for it an opportunity to prepare themselves better.

To furnish a reservoir of technically trained and educated young men to which the industry may look as a source for recruits in technical and managerial fields.

The Committee made visits to all interested schools in the area, and after careful consideration of facilities and other factors, decided that the program should head up at North Carolina State College. The furniture training course was announced on October 30, 1946, and became operative with the opening of the winter quarter at State College in January, 1947.

While North Carolina State College was most cooperative and while the combined facilities of all branches at the University at Chapel Hill, Raleigh, and Greensboro, were placed at the disposal of the Educational Program, it was evident from the beginning that in order to give the course proper leadership and direction, a really top place, full time man should be employed to head up the program. Such a man could not be secured at the prevailing state salary schedule, and after a meeting of interested persons, the Educational Committee was requested to try to raise funds to establish a Foundation to be known as the "Furniture Foundation, Inc."

The Furniture Foundation, Inc., a non-stock, nonprofit corporation, was formed and a charter was granted in December of 1947. In April of 1948 a meeting was held in High Point with the purpose of accepting the charter, adopting by-laws, and the election of officers and directors. The following officers were elected and still serve in their respective capacities: Henry A. Foscue, president; S. H. Millender, vice-president; H. C. Philpott, secretary; Tom A. Finch, treasurer.

On May 28 a dinner meeting was held at the Sir Walter Hotel in Raleigh for the purpose of announcing formally and officially the program at North Carolina State College and as a testimonial honoring the Executive Vice-President of the Southern Furniture Manufacturers' Association, for whom the James T. Ryan Furniture Professorship is named.

In announcing the James T. Ryan Professorship, Mr. Foscue paid Mr. Ryan the following tribute:

The James T. Ryan Furniture Professorship, supported by the Furniture Foundation, Inc., is fittingly named for the Executive Vice-President of the Southern Furniture Manufacturers' Association, who for the past 37 years has consecrated his time and talents to the progress of the Furniture Industry in the South.

The quality of the things he has done reveals the character of the doer. His careful impartiality in approaching problems; his inexhaustive patience in establishing facts; his open-minded and receptive attitude towards new ideas; his courageous and consistent efforts in accomplishing a wisely adopted course of action; and his high quality of character as a man, shining through them all, have moved us to honor him with this affectionate tribute, richly deserved.

Mr. E. Sigurd Johnson was awarded the James T. Ryan Professorship and appointed to head up the program in "Furniture Manufacturing and Management." Mr. Johnson is well qualified for this position, having received his B.S. degree in Wood Utilization at Syracuse University, Syracuse, N. Y. From 1939 to 1942 he was plant superintendent of the Thomasville Chair Co. In 1942 he became Plant Superintendent and Production Engineer for the Aircraft Division of the H. J. Heinz Co. of Pittsburgh, where he developed methods of production for plywood aircraft frames. In 1943, at the request of the British Air Commission, he became assistant general manager of the Commonwealth Plywood Co., Ltd., in Quebec, where he was in charge of production of aircraft plywood and sub-assemblies. Since that time he has done consulting engineering work in woodworking in various factories in the Southern industry.

The program in Furniture Manufacturing and Management at North Carolina State College is now in its fourth year, and at the present time there are 60 students enrolled. The first graduating class in the program will be available for employment in the Furniture Industry in June, 1952. It is anticipated that most of these students will be employed by furniture manufacturers, but there is an apparent demand for them by the furniture supply industries as well as other industries seeking men with general engineering and technical knowledge.

HENRY FOSCUE AGAIN PRESIDENT OF FURNITURE FOUNDATION, INC.

Henry A. Foscue, president of Globe Parlor Furniture Co. in High Point, was reelected president of the Furniture Foundation, Inc., at a meeting in High Point recently.

Other officers include S. H. Millender, White Furniture Co., Mebane, vice-president; H. C. Philpott, United Furniture Co., Lexington, secretary, and Tom A. Finch, Thomasville Chair Co., Thomasville, treasurer.

Members of the board of directors include F. J. Bolings, Siler City; T. L. Lingerfelt, Ramseur; J. C. Hooker, Martinsville, Va.; G. Maurice Hill, Drexel; J. W. McDowell, Memphis, Tenn.; D. L. Jordan, Roanoke, Va.; Hampton Powell, Altavista, Va.; W. A. Tomlinson, High Point; J. S. Lynch, Winston-Salem, and C. T. Bost, Hickory.

James T. Ryan, executive vice-president of the Southern Furniture Manufacturers' Association, has been honored by the Foundation which established the James T. Ryan Professorship at State College in Raleigh, which gives engineering training in the furniture manufacturing industry.

State College Offers Only Four-Year Course in Furniture

By E. S. JOHNSON, *Associate Professor-in-Charge, Furniture Manufacturing and Management Curriculum, Department of Industrial Engineering, N. C. State College, Raleigh.*

Complementing North Carolina's status as the leader in the production of furniture, North Carolina State College is the leader in educating men for the furniture manufacturing industry. State College is the only university in the United States offering a four-year course leading to the Bachelor of Science degree in Furniture Manufacturing and Management, although two northern universities offer a furniture option in their Wood Technology departments. State College also offers a degree in Wood Technology, conducts extension courses for men in the furniture industry and conducts research on furniture problems.

The furniture manufacturing program at State College was developed through the cooperation of the Southern Furniture Manufacturing Industry and State College. The present day leaders of this former craft industry realize that recent technological advances and changing labor relations have created an unusual demand for trained technicians and administrative personnel.

INDUSTRY—COLLEGE COOPERATE

Recognizing the need for an educational program to furnish such trained personnel, the members of the Southern Furniture Manufacturing Industry have established on a voluntary basis the Furniture Foundation, Inc. The purpose of this Foundation is to provide educational and research facilities for the Furniture industry. The Foundation is now supporting the James T. Ryan Furniture Professorship at North Carolina State College.

It is the purpose of the four-year curriculum offering the degree of Bachelor of Science in Furniture Manufacturing to prepare graduates for technical, supervisory and management positions in the furniture industry.

The program of study is arranged so as to emphasize the basic and fundamental principles essential to an engineering college program, yet provide broadening courses in the humanities. Graduates of this program will not only be prepared for engineering responsibilities and positions of trust in the furniture industry, but will have an appreciation and consciousness of human problems in community and industrial life.

TEACHES FURNITURE FUNDAMENTALS

Because of the present lack of trained engineers in the furniture industry to give on-the-job training to the newly employed graduates, the college must emphasize strongly the application of engineering principles to the problems peculiar to the furniture industry. Therefore, the entire program has been especially designed to teach the basic fundamentals of every phase of furniture manufacturing. Although existing courses are used wherever they fulfill the requirements of this program, new courses have been developed, or existing courses modified where necessary, to give the students the education needed in furniture manufacturing.

The program is administered by the Industrial Engineering Department in the School of Engineering. A number of courses are given in the Industrial Engineering Department, while others are given by the Mechanical Engineering Department, the Electrical Engineering Department, the Division of Forestry, the School of Textiles and the Division of Basic Studies.

The first year students take the regular basic curriculum required of all freshman engineering students at State College. The second year students continue their study of the basic sciences, and begin their training in the fundamentals of woodworking and industrial engineering. The third and fourth year students continue the study of woodworking and industrial engineering with particular emphasis on the application of these subjects to the furniture industry.

LABOR, ACCOUNTING, MARKETING

Labor relations, accounting, marketing and other business management courses complete a curriculum which gives the graduate a sound preparation for an engineering, supervisory or management position with a furniture manufacturer.

The laboratory facilities at North Carolina State College are particularly well suited for instruction in furniture manufacturing. The Industrial Engineering shops teach machine shop practice and saw filing and knife grinding. The engineering Motion and Time Study and drafting laboratories are well equipped for efficient instruction. The Forestry College has a modern dry kiln, veneer and plywood and finishing equipment for instruction in these processes. A new wood shop is now being built which will be jointly operated by the Industrial Engineering and Wood Technology departments.

To supplement the classroom lectures and laboratory work, the students are required to visit furniture plants to see how the theories of furniture manufacture are carried out in practice. After a particular subject has been covered in class, plants are visited to see how that problem is handled in actual operation. Upon return to the college, the subject is reviewed in the light of both theory and practice.

STUDENTS WORK IN PLANTS

In addition to these short visits to plants, students are required to work a minimum of six weeks in a furniture plant during the summer. This experience not only gives practical meaning to and understanding for the classroom work, but also affords the student and the industry opportunity to get acquainted with each other.

To emphasize the practical problems of furniture manufacture, visiting lecturers are brought to the college at periodic intervals. Recognized authorities in the furniture industry lecture, illustrate and discuss such subjects as furniture design, pricing, marketing, plant layout, equipment, production, material procurement, accounting, safety, wages, training and other industrial management matters. An awareness of these existing problems enables the student better to understand and profit by the courses of study dealing with these subjects.

Upon completion of the four year course, graduates are prepared to go into a furniture factory as a

rainee for production engineering or production upervision or to become a sales engineer for one of he companies supplying the furniture industry with naterials or equipment.

FIRST GRADUATES THIS YEAR

The first regular class graduates in June, 1952. Manufacturers have indicated so much interest in hese men that they all will be employed in the furniure industry if they so desire.

In addition to the regular four year course, a perion with particular interest in certain subjects can nter the furniture program as a special student. Any mature person whose educational needs are not net by prescribed curricula may be admitted as a pecial student to pursue courses of study which suit is purpose, provided the purpose is serious and the tudent can supply evidence of capacity to complete he work satisfactorily. Courses elected by special tudents do not carry credit toward a degree and nust have the approval of the Dean. Special stulents are on probation to pass all their work each erm.

The Extension Division at State College, in coopeation with the academic departments, offers a ariety of special educational services for those vhose situation does not permit or require registraion as a regular student.

These services include on-campus short courses, nstitutes, work shops, and conferences running from a few days to several weeks. Short courses are held on the campus when use of regular university installations is necessary for successful instruction. Such courses are especially built to fit particular needs. They do not carry college credit, and they have their own schedule of expenses.

EVENING ON-THE-JOB CLASSES

Projects are worked out in cooperation with the furniture industry. Conferences and short courses are planned on the management and control of furniture manufacture. Courses given have included Methods-Time-Measurement, Lumber Grading, Kiln Drying, Gluing and Furniture Finishing.

In addition to on-campus short courses, the Extension Division organizes evening classes for on-the-job employees when the demand warrants and facilities permit. Such classes are usually held in a convenient industrial center—sometimes in public buildings, sometimes in an industrial plant.

Finally, the Extension Division offers industrial correspondence instruction in a limited number of fields. Correspondence courses usually carry college credit of a specified amount.

Graduate students in engineering and forestry engage in directed research as part of their training. Many scientific findings of value to the industry can come from the support of graduate study.

RESEARCH AND SCHOLARSHIPS

Regular faculty members and special investigators carry on advanced research projects with the financial assistance of industry. The Department of Engineering Research at North Carolina State College contracts for research projects with industry. The Southern Furniture Manufacturers' Association sponsored such a research project during 1950-1951. This project covered cost savings possible from the accurate machining of wood parts to definite tolerances. Research programs of this type should pay long term dividends to the furniture industry.

Throughout this report on the educational program at North Carolina State College the cooperation of the Furniture Manufacturing Industry was repeatedly mentioned. The program is definitely pointed towards the needs of industry and is industry sponsored. In addition to the illustrations already mentioned, the furniture industry offers several scholarships to young men going into this program. The influx of technically trained young men into the furniture industry should help considerably in improving the efficiency of furniture manufacture.

High Point Known as Hub of Southern Furniture Industry

High Point, long recognized as the hub or the center of the furniture industry in North Carolina and the South, with its far famed Southern Exposition Building, was once known as the "Grand Rapids of the South". Since High Point has far surpassed her mid-western namesake, the city can well be dubbed the "High Point of the United States" in furniture manuafcturing.

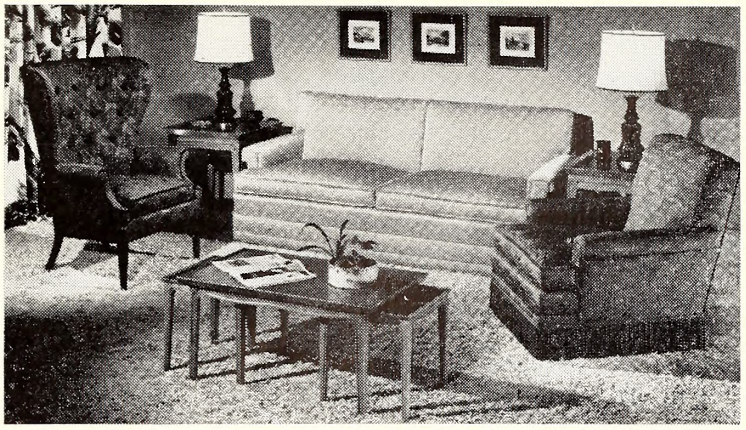
High Point has been engaged in the manufacture of furniture since 1888. Even before that time it seems that Peter Thurston and two nearby neighbors of the near and now extinct Browntown, "Uncle Billy" Pickford and Gus Jones, were operating cabinet shops. Local citizens interested in erecting a furniture factory in High Point were able to secure a superintendent from a plant in Charlotte that had failed and the present vast furniture industry had its real beginning. Development of the industry has been rapid and substantial. High Point now produces a complete line of wooden household furniture as well as office and institutional furniture.

Guilford County has a list of 83 furniture plants, 75 of which are covered by the Employment Security Act, which means that they have eight or more em-

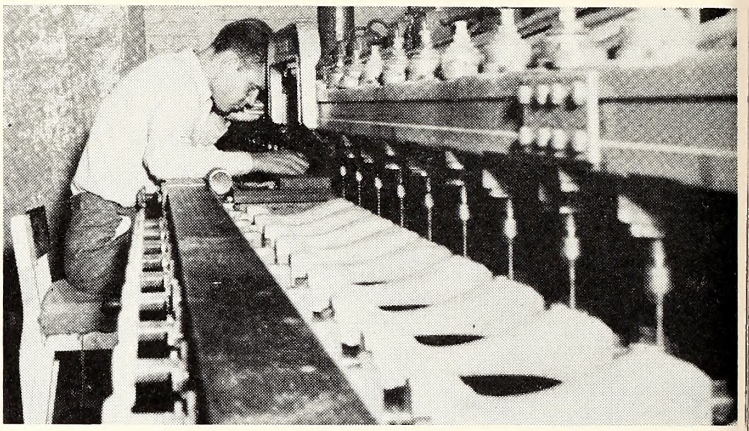
WORLD'S LARGEST BUREAU

The picture shows the world's largest bureau, a symbol of one of High Point's most important industries. This bureau was built in 1926 and from September of that year until January, 1951, served as the office of the High Point Chamber of Commerce. This bureau is 32 feet high, including the 16 foot high mirror on the top, is 27 feet wide and 14 feet deep. Due to action of wind and rain the mirror broke from its fastenings and fell on top of the bureau in 1949. The High Point Chamber of Commerce moved into more commodious quarters the first of last year and last August the bureau was presented to the High Point Junior Chamber of Commerce. It was loaded on a huge truck and moved five blocks to Hamilton Street at Howell Street. The mirror has been more permanently attached and the bureau is now being used as both State and local offices for the Junior Chamber of Commerce.





Darby group in nylon fabric, Furniture by Tomlinson of High Point.



From Master Meter Pattern, 24 exact duplicates can be made by this multiple carving machine, Tomlinson of High Point.

ployees. Of these plants, 69 are in High Point, 11 in Greensboro, two in Pleasant Garden and one in Jamestown. Records show that 24 of these plants had from 50 to 100 employees; nine had from 101 to 250 employees; two had between 251 and 500 employees and one plant employed more than 500 workers.

Payroll figures from Employment Security Commission records show that Guilford County in 1950 had an average monthly employment of 4,693 furniture workers with total annual payrolls of $11,778,-114. Probably 90% to 95% of this is in High Point.

Even with its reputation as a furniture center, High Point has become even more important as a hosiery and textile city. Only around one-third to one-fourth of the city's manufacturing employment is engaged in furniture production.

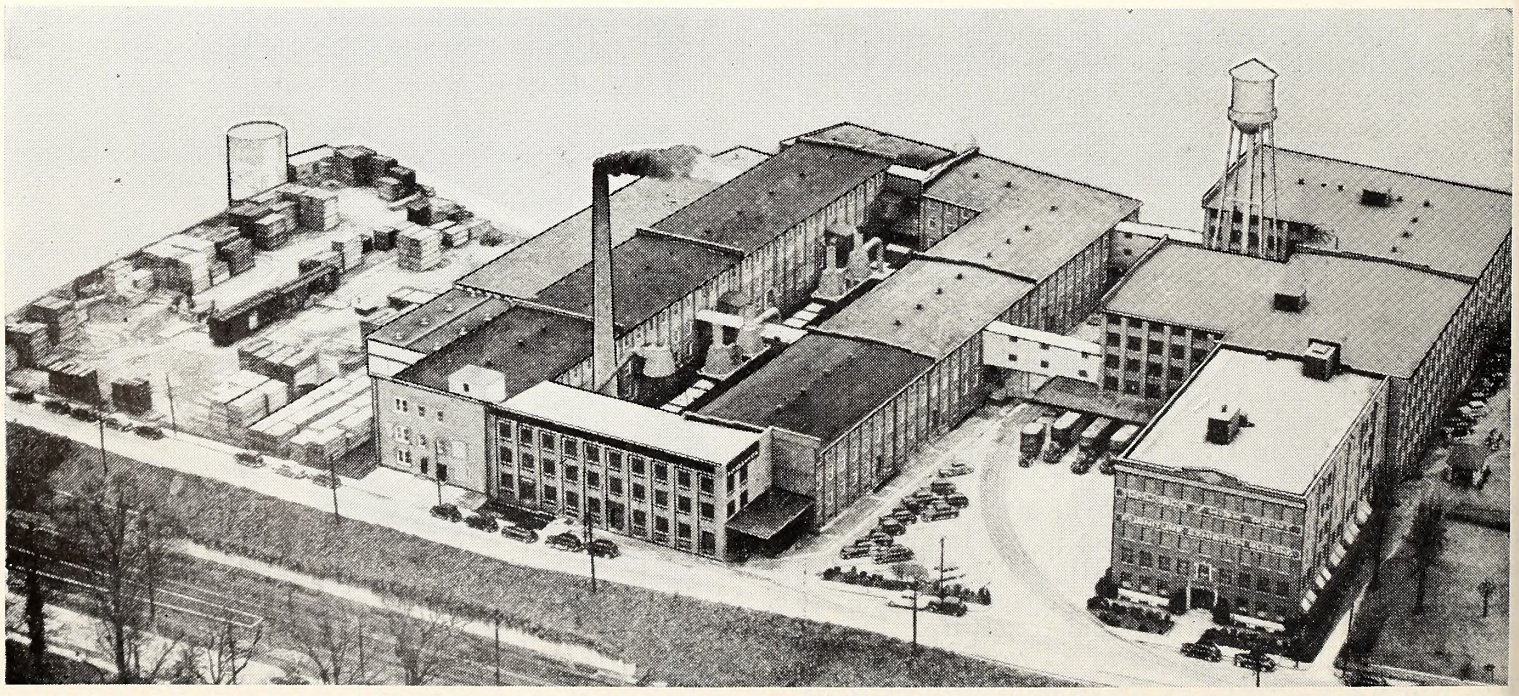
TOMLINSON OF HIGH POINT

Tomlinson of High Point, Inc., nationally famous furniture firm, had its beginning in 1900 with the organization by Sidney Halstead Tomlinson of the Tomlinson Chair Manufacturing Co. The paid-in capital was $8,000, operations beginning in a one-story sheet iron building containing 18,000 square feet of floor space and employing eight workers. The first year the volume of business was $48,000.

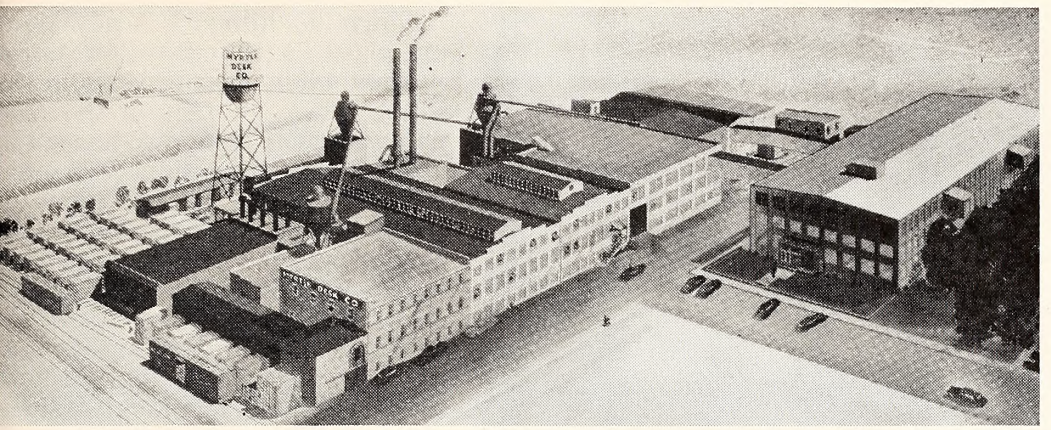
In 1904 Sidney H. Tomlinson persuaded his brother, Charles F. Tomlinson, to join him as secretary-treasurer. This started a partnership which lasted 39 years and was terminated by the sudden death of C. F. Tomlinson early in 1943 while he was presiding over a directors' meeting of the High Point, Thomasville and Denton Railroad. Sidney H. Tomlinson continued to head the company until his death in 1949, following a stroke in 1944 while on a business trip to Philadelphia.

Assembling and finishing chairs was the principal activity in the beginning. During its successful operation the company in 1911 bought the Globe-Home Furniture Co., then the largest furniture producing firm in the South. The Tomlinson plant, then occupying a city block, was completely remodeled in the next four years. In 1916 Tomlinson began to design matched period suites for dining room and living room, one of the leading firms to sense the broadened American tastes leading toward that trend. Finer adaptations of 18th Century, English, French and American styles were developed, thus preserving the American traditions and transmitting it into modern life.

Tomlinson developed in 1918 the idea of display-



Aerial view of the Tomlinson of High Point plant containing more than 500,000 square feet of production space in producing quality living room, dining room and bedroom furniture



Modern plant of 53-year-old firm, Myrtle Desk Co., High Point.

ng this fine furniture in gallery form, thus originating a method which influenced the entire furniture industry. In 1927 the present exhibition and main office building of Tomlinson on High Street, High Point, was completed, making it one of the furniture show places of the South. In 1934 Tomlinson became the first furniture tenant of the largest display building in the world, the Merchandise Mart, Chicago. Tomlinson's own display area now comprises 25,000 square feet of floor space, set up in room scenes in living room, dining room and bedroom furniture on constant display; of this more than 10,000 square feet are utilized in the permanent display at the Chicago Merchandise Mart.

In 1946 Tomlinson craftshops, woodworking and machine shops, located on both Hamilton and High Streets, were consolidated into one operation in the main plant on High Street. In following years around $1,000,000 was spent for improvements, the plant now being considered one of the most efficiently planned in the furniture industry. All phases of production, from receiving raw lumber in the yards to the finished creation on the exhibit floor, are performed in light, bright, modern craftshops.

A fine spirit of enthusiasm and teamwork exists at Tomlinson, resulting from several important developments in the plant relations program. Four service groups for those who have served the firm continuously for five years or more in plant, offices and sales work were founded. The present 200 employees in these groups have a record of 3,233 years of continuous service with the firm. Top honor group is the Diamond Guard, workers with record of service for 30 years or more, several of whom have been continuously employed for 40 years or more. Tomlinson's payroll list more than 500 craftshop employees.

The team spirit, existing at Tomlinson, resulted in winning the National Security Award and made possible a National Woodworking Record of nearly three million man hours without a loss of time accident. Incentive for thinking on the job, as a result of the suggestion system in operation for many years, results in good idea awards ranging from $5 to as much as $2,280. Other benefits to Tomlinson employees include a plant site canteen owned by the employees, vacation with pay, publication of the plant newspaper "Tomlinson News", group insurance and hospitalization at an extremely low rate.

All furniture by Tomlinson is fabricated from raw lumber to the finished product. Base woods include Honduras and Philippine mahogany, African mahogany veneers, cherry, walnut, oak, poplar, maple and hackberry, with veneers of Celtis, Korina, cherry, walnut and comb-grain.

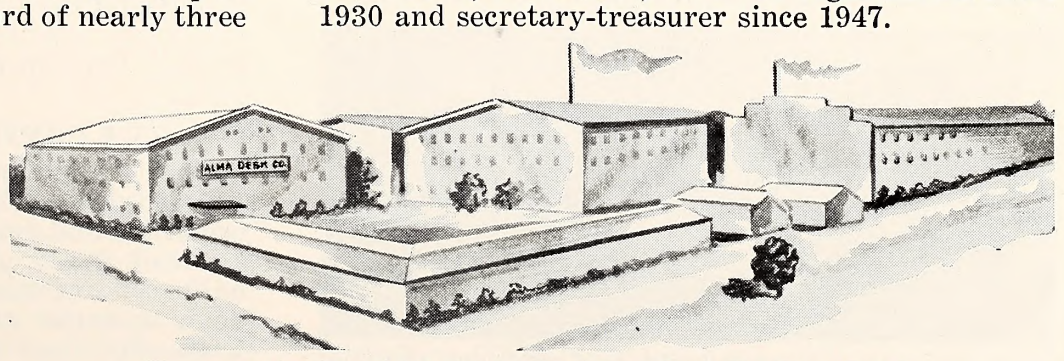
Present leading products in Furniture by Tomlinson include American Informal group for living room, dining room, bedroom; Parkway Terrace groups for living room, dining room, bedroom; Standard of Value sofas and chairs; Darby group sofas and chairs; Canterbury group sofas and chairs; Modern dining room and bedroom groups; Traditional bedroom groups; the Gainsborough chair; the Cinderella bedroom group; the Essex group sofas and chairs.

Tomlinson's high position in the furniture world has been obtained through substantial and steady growth from its modest beginning. A visit through the buildings, including the impressive offices, the artistically designed display rooms and galleries and into the craftshops, impresses the visitor of this wonderful development.

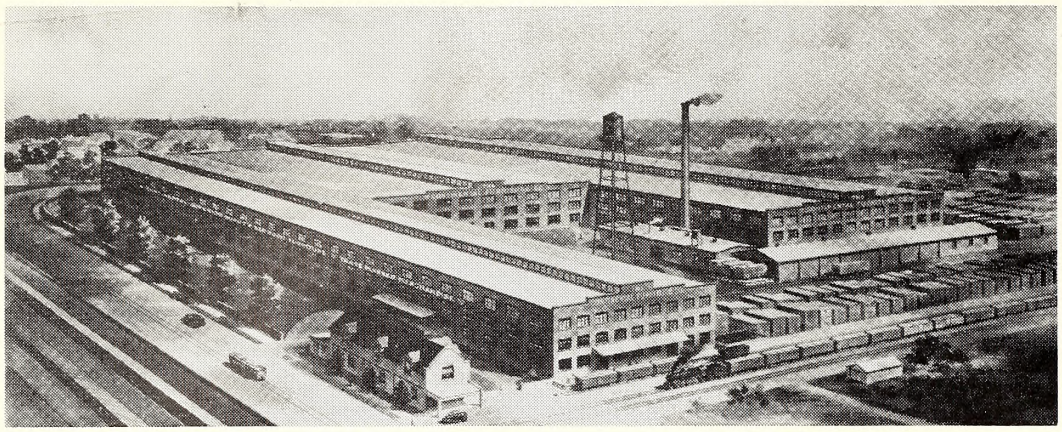
Among Tomlinson "firsts" was a four-color review of the Tomlinson exhibit in the Merchandise Mart by Fortune magazine. The display of furniture by Tomlinson at the Merchandise Mart was also the scene of the first television program covered on furnishings and furniture at the International Market in January, 1948. Many leading home and women's magazines have featured Tomlinson editorially as examples of good design and value for the American way of life, including Life magazine, House Beautiful, House and Garden, Woman's Home Companion, Ladies' Home Journal, Today's Women and others.

Furniture by Tomlinson is distributed from coast to coast, extending also into Canada, Puerto Rico, the West Indies and Hawaii. A field staff of more than 20 salesmen cover the entire area in contacting furniture outlets.

Present officers of Tomlinson of High Point include William A. Tomlinson, who has been a member of the organization since 1922 and served as director, vice-president, and executive vice-president from his father's illness in 1944 until he became president in 1949; Sidney H. Tomlinson, Jr., member of the organization since 1924 and director and vice-president since 1938; P. J. Neal, with the organization since 1930 and secretary-treasurer since 1947.



Fluorgraphic view of the plant of the Alma Desk Co., High Point.



Widespread plant of The Continental Furniture Co., High Point.

Tomlinson has followed the precept of its founder in its program of establishing customer confidence in these words:

"He who builds for progress builds not for himself alone but for posterity".

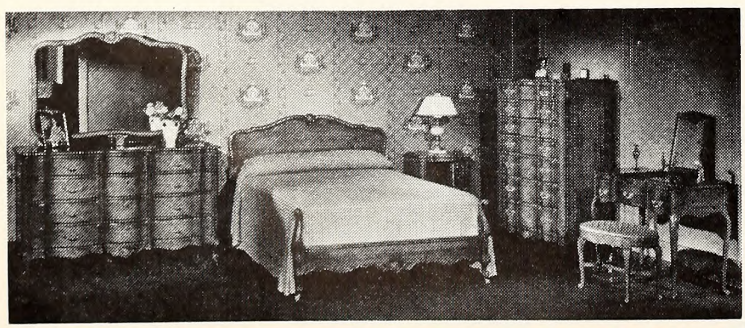
(Data from Robert Barr, Advertising Manager)

MYRTLE DESK CO.

Myrtle Desk Co., Inc., was organized in 1899 by Henry W. Fraser as Myrtle Furniture Co. The original plant employing less than 50 workers manufactured bedroom suites, oak china closets, and ladies' writing desks. In about a year the firm changed its production to roll-top and flat-top office desks of the old full base variety then in vogue. Five years after it started, Myrtle Desk Co. products took first prize at the St. Louis World's Fair in 1904.

Present stockholders purchased the company from Mr. Fraser in March, 1923. Since that time operation of the company has been in charge of W. T. Powell who continues as secretary, treasurer and general manager. In the 28 years of operation Mr. Powell has built up a strong production and executive organization. In the staff are John W. Austin, Jr., general superintendent in charge of production; E. A. Hatcher, Jr., auditor, in charge of purchasing and accounting departments; C. T. Latimer, Jr., handling institutional furniture sales; and T. R. Pitts, sales manager, in charge of office furniture sales.

Myrtle Desk Co. has continued to expand through the years until it has a thoroughly modern and complete plant occupying 250,000 square feet of floor space. In 1926 a wing increased the capacity of the machine room and cabinet room. A new finishing and shipping building with 60,000 square feet of floor space was erected in 1928. In 1947 a new brick and concrete building with about 40,000 square feet of floor space was erected to house the plywood department which was equipped with thoroughly modern machinery. A new power plant with two 250 horse power boilers was erected in the same year. In fact in the past five years the company has spent one half a million dollars in making the Myrtle Desk Co. one of the most complete and thoroughly modern plants in the nation.



French Provincial bedroom suite, solid magnolia, fruitwood finish, by The Continental Furniture Co., High Point.

Myrtle Desk Co. manufactures a complete line of office furniture ranging from square leg clerical desks to executive suites in both Modern and Traditional designs and finishings. Institutional furniture of various types also is produced. The company pioneered in developing a cigarette burn-proof wooden desk top and used it exclusively in all items in the Pacemaker Series until the first of this year when government regulations prevented the use of aluminum foil in manufacturing these tops.

Offices of the company are models in modern office furniture and its show rooms, containing 2,000 square feet of floor space, illustrate how many types of offices should be furnished.

ALMA DESK CO.

The Alma Desk Co., Inc., of High Point, located on a site which has been devoted to woodworking since 1881, is the successor of the Alma Furniture Co., which was purchased by the late Charles E. Hayworth in 1923. Soon thereafter, the name was changed to the Alma Desk Co. and for more than a quarter century has been recognized for its leadership in the production of fine wood office furniture, living up to its slogan "Wise Economy".

Following the death of Charles E. Hayworth in 1928, the management responsibilities were assumed by his wife, Mrs. Myrtle Hayworth, who carried out his objectives until she relinquished them to the four sons of the late Charles E. Hayworth.

Officers of the corporation are the mother, now Mrs. Myrtle H. Barthmaier, president, and her four sons: Charles B. Hayworth, Jr., secretary and treasurer; John Richard Hayworth, vice-president; Joseph A. Hayworth, assistant general manager; David Robert Hayworth, assistant sales manager.

The firm has expanded and extended its operations until it now utilizes about 125,000 square feet of floor space and employs approximately 300 workers.

The Alma Desk Co. manufactures a complete line of office desks with companion pieces, principally in oak, walnut and mahogany with occasional deviation as the market demands. Its products are distributed throughout the United States, being carried as stock items by practically all leading office furniture stores. Permanent displays are maintained in High Point.

THE CONTINENTAL FURNITURE CO.

The Continental Furniture Co., High Point, last year celebrated its 50th anniversary, having been organized and incorporated November 30, 1901. The key man in the organization and a civic leader for half a century was Fred N. Tate, who served as president, treasurer and general manager from 1901 to 1945. Mr. Tate interested other High Point citizens in his enterprise which had an original authorized

capital of $30,000, of which $15,000 was paid-in. The first order of "Continental Superior Quality" furniture was shipped in August, 1902. Fire destroyed the main building six months after business was started. Mr. Tate brought in additional capital and a new building was erected.

After successful leadership in the enterprise and many other community projects for 45 years, Mr. Tate relinquished leadership in 1945 to Roland T. Holton. Mr. Holton had joined the firm in 1916 as a salesman and soon after became assistant general manager. In 1920 he was elected vice-president continuing as assistant general manager and later became general manager. Following Mr. Tate's death in 1946, Mr. Holton was elected president of the company and continued to serve as general manager until his death in 1950.

Continental's third president is Alan W. Detweiler, who became president and general manager January 1, 1951, following Mr. Holton's death. Mr. Detweiler had been with Continental since 1947, having been the firm's eastern representative in New York. Stock in the corporation is closely held primarily by members of the Tate and Holton families. Other officers include Mrs. Kathryn Tate Mann and Mrs. Roland T. Holton, vice-presidents, and Mrs. Mary A. Dickens, secretary-treasurer.

Continental takes just pride in its long history of successful operation and in the large number of employees who have been with the firm through many of its notable years. Last November 30 a dinner was held honoring old members, chief of whom was James M. Teague, general superintendent, who had been with the firm during all of its 50 years of operation. The firm boasts of 13 father-and-son combinations, some of whose period of service range as high as 80 years. Among individual workers five have more than 40 years of service; 33 have served more than 20 years; 55 have service records exceeding 10 years, and more than 100 have been on the payroll in excess of five years.

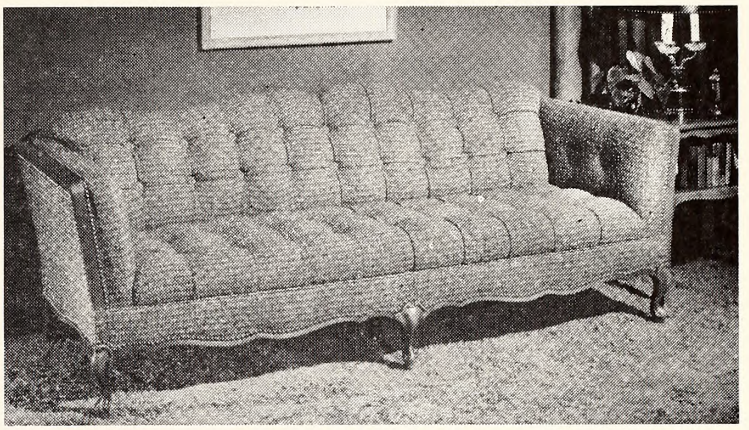
Continental designs and manufactures fine bedroom furniture exclusively and in solid woods only. Products include 18th Century, Early American and French Provincial styles, produced from Honduras mahogany, solid cherry, solid maple and solid magnolia. Continental has a splendid nation-wide reputation for quality bedroom furniture at moderate prices.

Continental furniture is sold throughout the United States, 22 salesmen covering the area. Permanent displays are maintained in Chicago and in High Point in Continental's show rooms, covering 3000 to 4000 square feet of space.

It is noteworthy that the Continental Furniture Co., operating on the same site on which it started, has been operating on an overtime basis of 50 hours a week for the last eleven or twelve years.

GLOBE PARLOR FURNITURE CO.

Globe Parlor Furniture Co., High Point, was organized and incorporated in 1906 by Allen Tomlinson, who served as president until his death a few years later. He was succeeded by A. S. Caldwell, who continued to head the firm until his death in 1935. At that time T. V. Rochelle, who had served for many years as secretary, was elected president, serving as such for 15 years until his death in 1950.



Pinehurst Provincial sofa, by Globe Parlor Furniture Co., High Point.

C. R. Barrier, who had started early with the firm, became secretary, later was elected treasurer also, and in 1935 became vice-president, a position he still holds.

Henry A. Foscue, who joined Globe Parlor in 1926 as sales manager and who had become secretary also in 1935, was elected president in 1950 to succeed Mr. Rochelle. Mr. Barrier continues as vice-president and treasurer of the firm and Mrs. C. R. Barrier is secretary. These officers with Mrs. Henry A. Foscue compose the Board of Directors.

Globe Parlor started with an authorized capital of $100,000, about $25,000 of which was paid in when the plant started operation. Today capital assets are approximately $350,000 while annual sales have now reached in excess of $2,000,000. The plant occupies about 111,000 square feet of floor space and employs around 200 workers with an annual payroll of approximately $750,000.00.

Globe Parlor's important line of "Colony Court", living room furniture is produced in both Traditional and Modern, and is largely of solid Honduras mahogany but with some lines in gum and other selected hardwoods.

Globe Parlor products are sold over the entire United States, 20 salesmen covering the area. Permanent displays are maintained at the Southern Furniture Exposition Building in High Point and in the company's own show rooms.

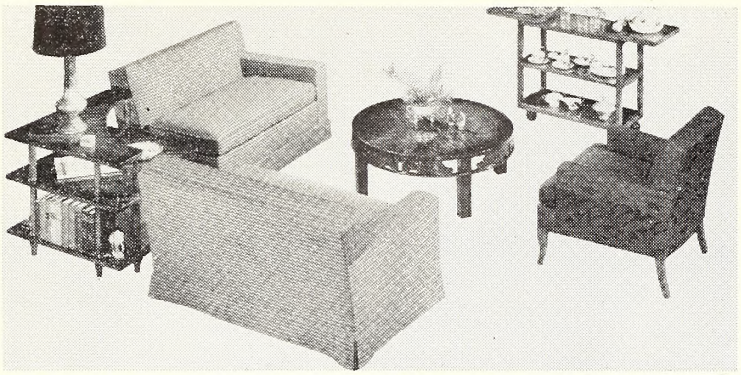
Henry A. Foscue, president of Globe Parlor, is also president of the Furniture Foundation, an organization of Southern furniture manufacturers which supports and promotes the furniture courses conducted at North Carolina State College, Raleigh. Mr. Foscue, in an article in this issue, describes the origin and organization of the Furniture Foundation.

Colony Tables, Inc.

Colony Tables, Inc., High Point, owned and controlled by Globe Parlor Furniture Co., was organized and incorporated in 1947 for the purpose of manufacturing tables for the parent organization. Colony Tables manufactures living room tables only, employing about 40 workers in the plant. Officers are D. O. Ward, president and treasurer, C. R. Barrier, vice-president, and Henry A. Foscue, secretary.

HERITAGE FURNITURE CO.

Heritage Furniture Company, Inc., was organized in 1937 by Elliott S. Wood, and operations were begun in an upstairs rented space with only a few employees.



Living room suite of the Heritage-Henredon line by Heritage Furniture Co., High Point.

The firm was incorporated in 1939 with Mr. Wood as president and general manager, a position he still retains. Other officers are: John K. Dwyer, vice-president and sales manager; Melvin A. Binney, vice-president in charge of merchandising; Tilman B. Thomas, secretary-treasurer; and Mrs. Juanita T. Barber, assistant secretary-treasurer.

The company's main offices and High Point showroom are located at 1690 English Street and occupy approximately 7,000 square feet. The upholstery plant which produces upholstered living room furniture is located at 911 Broad Street and covers approximately 60,000 square feet.

The table plant, which was originally located at the English Street address now occupied by the offices and showroom, moved to a new plant in Mocksville in 1947. This plant was designed and built to provide the utmost efficiency and is said to be one of the most modern manufacturing plants in the South. There, a complete line of living room and occasional tables is manufactured. The table plant building contains approximately 85,000 square feet of floor space.

Heritage Furniture is sold nation-wide to Department and Furniture stores and has its own sales staff. In addition to the High Point showroom, the firm maintains a permanent display at the Merchandise Mart in Chicago.

SILVER CRAFT FURNITURE CO.

Silver Craft Furniture Co., 914 Millis St., High Point, was organized in 1944 as The Craft Shop, engaged in making a low priced line of chairs. After about a year, the plant was purchased by Phillip A. Silver and his wife, Mrs. Sylvia Silver, and in 1945 the plant was enlarged. It had started with about 20 employees. In 1950 a larger plant was purchased and the next year the firm was incorporated. Officers include P. A. Silver, president and general manager, Mrs. Sylvia Silver, vice-president, and Norman H. Silver, a son, became secretary-treasurer on entering the business after completing his college course.



The Princess chair, hand tufted by SilverCraft Furniture Co., High Point.

Silver Craft has an authorized capital of $100,000 with $65,000 outstanding. The plant and equipment is valued at around $75,000. Annual sales of the firm have increased until they approach $1,000,000. The firm occupies about 27,000 square feet of floor space and employs around 100 workers, the annual payroll ranging between $150,000 and $160,000.



Foam rubber club chair manufactured by Carson's, Incorporated, High Point.

Silver Craft products are made in the popular and higher priced ranges, including chairs, sofas, love seats and sectionals. Products are high styled in both Traditional and Modern lines. Oak is used for the frames and poplar and maple for the exposed and finished parts. Silver Craft products are shipped to every state in the Union and 18 salesmen cover the area. About 75% of the distribution is through department stores and 25% through the high type furniture stores. Permanent displays are maintained in Chicago, High Point, and San Francisco.

CARSON'S, INCORPORATED

Carson's, Incorporated, Prospect Road, High Point, was organized in 1944 by Carson C. Stout as individual owner, after 10 years as superintendent of a plant of the National Upholstery Co., owned and operated by his uncle, R. B. Culler. In 1946 Carson's was incorporated with Carson C. Stout as president, Mrs. Helen M. Stout, his wife, as vice-president, and Walter E. Crissman (inactive), secretary.

Carson's has an authorized capital of $100,000, owned almost entirely by the Stout family. Annual sales have developed until they are now close to $1,000,000. The plant employs about 100 workers with an annual payroll of around $170,000. The firm utilizes 45,000 square feet of floor space, including a new building containing 12,000 square feet of space which was completed by the end of last year.

Living room furniture is produced exclusively, largely of the promotional type, by means of which retailers are enabled to increase their volume of sales. Products include also club chairs, love seats and odd sofas.

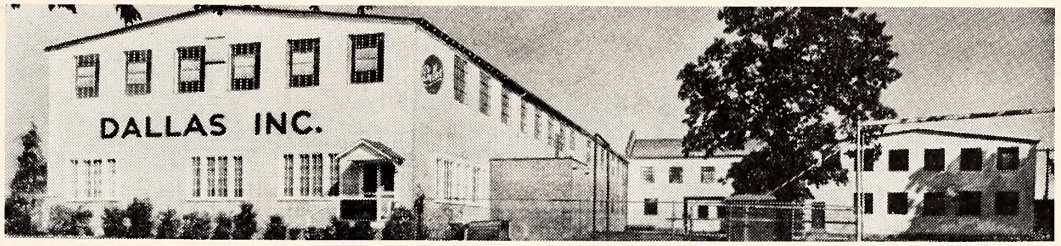
Carson's covers the entire United States in its sales direct to retailers and syndicated retail stores, 15 salesmen covering the area. A fleet of four trucks delivers practically all of the products. Permanent displays are maintained in Chicago and New York and in the plant's display space of 2,000 square feet.

DALLAS, INCORPORATED

Dallas, Incorporated, was organized in 1932 as the Furniture City Upholstering Co. by J. Sanders Dallas. Mr. Dallas, who had started with the Knox Furniture Manufacturing Co. and had also worked for Williams-Norris Corp., started the new plant in rented space with about a dozen employees. The name was changed in 1945 to Dallas, Incorporated. Present officers are the same as those elected under the earlier corporative name, including J. Sanders Dallas, president and general manager; Mrs. J. S. Dallas, vice-president, and J. D. McCrery, secretary and treasurer.

The firm employs 140 workers. The plant occupies 135,000 square feet of floor space.

Dallas lays claim to being the largest firm in the southeastern area devoted exclusively to the manufacture of living room furniture. Products of the firm cover the southeast and southwest while sales are extending rapidly into the mid-west and far west. A sales force of 18 covers the area of distribution. Permanent display spaces are maintained in High Point and in the firm's own show rooms, covering about 7,000 square feet of floor space.



Large living room furniture plant of Dallas, Inc., High Point.

Dallas living room furniture is produced in 18th Century, Modern and Contemporary, the latter an adaptation of Traditional lines to present day uses. This furniture ranges from moderate to high priced lines. Products are made from selected hardwoods, including Honduras mahogany, oak and hackberry woods.

MARSH FURNITURE CO.

(Article prepared; omitted at request of management).

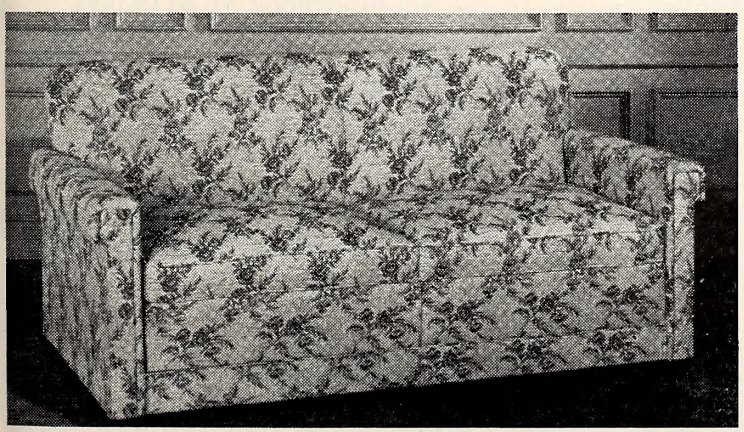
WELSH FURNITURE CO.

Welsh Furniture Co., 118 Mallory St., High Point, was organized in 1900 and operated for about 35 years by members of the Welsh family. The firm was incorporated a year after its organization. In 1935 the firm was purchased by J. S. Pickett and is still owned by his estate and relatives. Present officers include Mrs. Flossie Shaw, whose husband was a stockholder and officer, president; Mrs. Pearl West, widow of J. S. Pickett, secretary-treasurer, and J. B. Lovelace, vice-president. J. L. Beck, formerly with Tomlinsons of High Point, is general manager of the industry.

Welsh Furniture Co. has an authorized capital stock of $100,000 with about $65,000 outstanding. Annual production is around $750,000. The firm occupies 68,000 square feet of floor space and employs from 115 to 120 workers with an annual payroll of approximately $200,000.

This firm produces bedroom furniture only, including 18th Century, Colonial and Borax, among them heavy solid wood four poster beds. Principal wood used is tupelo gum, but the firm has also developed a popular line in Western Carolina white knotty pine.

Welsh products are sold largely in the southeastern states, 12 salesmen covering the area. Permanent displays are maintained in High Point and in the plant's own show rooms.



Convertaway bed, opening into full size bed with innerspring mattress, by Burton Upholstery Co., High Point.

BURTON UPHOLSTERY CO.

Burton Upholstery Co., Inc., High Point, was organized in May, 1933, with R. Allen Burton as president and general manager; C. L. Burton, his brother, as vice-president, and N. W. Bean as secretary. When the firm started, it had capital of less than $1,000, had six employees, and operated in a building 30 x 75 feet. The Burton brothers continue as principal officers and L. J. Monroe, who joined the firm soon after it started, is now secretary and treasurer. These three officers compose the Board of Directors.

The Burton firm has developed until its annual sales reach approximately $900,000. The firm now occupies about 27,000 square feet of floor space and the plant and equipment are entirely modern. The firm employs an average of 75 workers and its annual payroll is approximately $140,000.

Living room furniture is produced exclusively, including two or three piece suites and sofa beds, produced from solid hardwoods, largely oak with some gum and poplar.

Burton Upholstery Co. sells its products over the southeastern states, eight salesmen covering the territory. Permanent displays are maintained in High Point.

President R. Allen Burton is also president of four other firms, two of which furnish supplies for Burton and other plants. These are Johnson Frame Co. and Johnson Hinge Co., and also of Bur-Mon Upholstering Co. and Security Upholstering Co., all located in High Point.

UNIVERSAL T/V FURNITURE MFG. CO.

Universal T/V Furniture Manufacturing Co., Inc., 409 Reed Street, High Point, was organized in 1946 as the Universal Co. as a partnership owned by Murray J. Abeles and C. A. Troutman. It is a successor to Briggs Manufacturing Co. and is using the rebuilt plant occupied by this firm. In April, 1950, the firm was incorporated with Murray J. Abeles, president, C. A. Troutman, secretary and treasurer, and J. E. Lyons, vice-president. These officers form the Board of Directors.

Universal T/V, said to be the world's largest manufacturer of television tables, produces tables from mahogany and gum and Appalachian oak with lime finish and television bases and cabinets of the same materials. This firm produces television furniture for all of the leading television manufacturers, including Philco, Crosley, General Electric, Westinghouse, CB S, Sylvania and Spartan, as



Queen Ann swivel television table made by Universal T/V Mfg. Co., High Point.

well as to all authorized distributors for these firms. It has also added a special line of television tables for department stores.

Universal T/V distributes its products nationwide, 18 salesmen covering the area. Warehouses are operated in Chicago, Los Angeles and San Francisco, and permanent displays are maintained at television and furniture marts in Chicago, New York, High Point and San Francisco.

CASARD FURNITURE MFG. CORP.

Casard Furniture Mfg. Corp., 507 E. Russell St., High Point, was organized and incorporated in 1948 by Arthur Cassell, who is secretary-treasurer, and Herman W. Bernard, who is president. The name comes from the first part of Cassell's and the latter part of Bernard's names.



Step table, mahogany veneered, by Casard Furniture Mfg. Co., High Point.

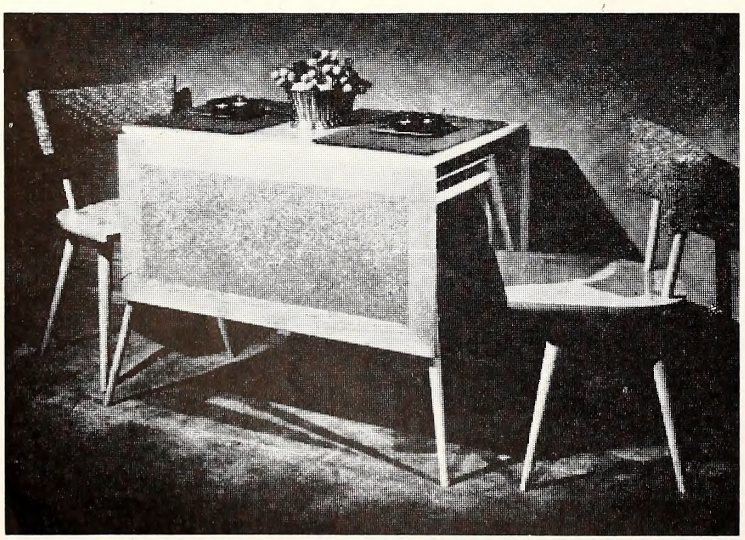
The Casard plant and equipment has a valuation of around $100,000, and annual sales approach $1,000,000. The firm employs from 80 to 90 workers and the annual payroll is in the neighborhood of $250,000.

This firm produces television tables and accessories but no cabinets. It produces an assortment of tables for television sets including the swivel type in decorative styles. Also produced are an assortment of occasional tables, including coffee, lamp, end, step, commode, and tea carts, telephone benches and record album cabinets. Occasional tables are made from mahogany veneers and gum and poplar rails and legs, some also having plastic tops. Similar woods are used in television tables and accessories.

Casard products are sold over the entire United States but largely in the southeast, east and midwest, fewer shipments going to the far west. Twelve salesmen cover the area of distribution. Permanent exhibits are maintained in Chicago and High Point.

MOFFITT, INCORPORATED

Moffitt, Incorporated, 300 Mallory St., High Point, was organized late in 1945 and operated for five years in a building containing 12,000 square feet on the Greensboro Road, outside High Point. Early last year the business moved into its present quarters, formerly occupied by Kearns Furniture Co. Officers are J. S. Moffitt, president and sales manager, H. A. Moffitt, vice-president and treasurer, and J. B. Lovelace, secretary. These officers with Ed Mendenhall and M. L. Patrick compose the Board of Directors.



Drop leaf table with cork inlaid top and chairs with upholstered backs, all solid ash by Moffitt, Inc., High Point.

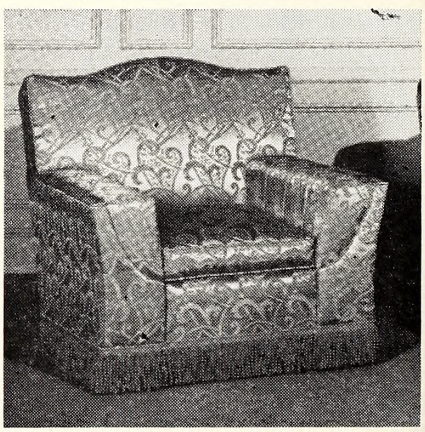
The present Moffitt plant contains 65,000 square feet of floor space. The firm is capitalized at $100,000. In contrast to annual sales of $92,000 in its first year, five or six years ago, the firm has increased its annual business to approximately $500,000, last year's increase amounting to $100,000. The firm employs 75 workers with an annual payroll of around $120,000.

Moffitt produces a correlated dining room and living room group in addition to a full line of occasional tables, all in Modern types. Solid structural parts are made from American white ash finished in veneered, leather and tile cork tops.

Products are sold throughout the 48 states, 16 salesmen covering the area. Permanent displays are maintained in High Point and Chicago and seasonal shows are conducted in Boston and San Francisco.

NATIONAL UPHOLSTERY CO.

National Upholstery Co., 601 S. Hamilton St., High Point, was organized in 1934 by R. B. Culler as individual owner. Mr. Culler started with five employees in a rented space of 3,000 square feet. In 1937 Mr. Culler purchased a building which he enlarged ten years later, his plant now occupying 60,000 square feet of floor space.



Chair, semi-modern design, by National Upholstery Co., High Point.

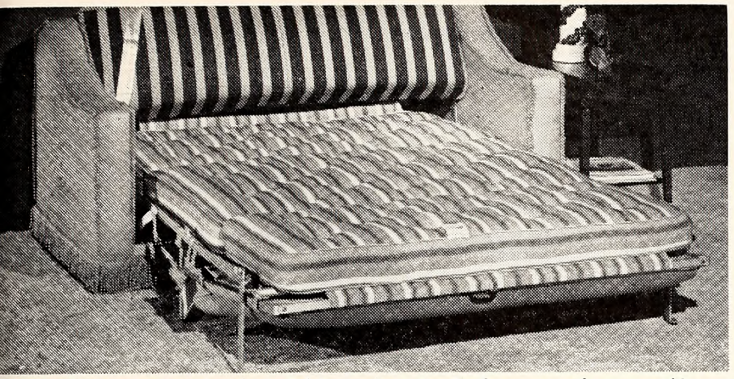
National Upholstery Co., a family owned industry, was incorporated in 1946 with R. B. Culler as president and treasurer; R. B. Culler, Jr., vice-president and now general manager, and Mrs. R. B. Culler, secretary. It has an authorized capital stock of $110,000, all outstanding. Annual production has developed until it has reached approximately $750,000. About 100 workers are employed with an annual payroll in the neighborhood of $175,000.

National produces upholstered living room furniture exclusively, primarily the promotional lines, which are used in retail units as medium priced items to attract the customers. Semi-modern designs are produced in sofas and matching chairs and sofa beds.

National covers the Atlantic Seaboard with its products and is moving into middle west territory. Fifteen salesmen cover the area, selling to unit stores and to syndicates of unit stores.

CAROLINA UPHOLSTERING CO.

Carolina Upholstering Co., Inc., High Point, was organized and incorporated in 1940 by Jay Williard and two of his brothers. The officers are Jay Williard, president and treasurer; Levi Williard, vice-president, and Coy Williard, secretary. These offi-



King Sleeper, patented hide-away bed, innerspring mattress and spring seat, by Carolina Upholstery Co., High Point.

cers compose the Board of Directors.

When Carolina Upholstering Co. started in business it had a paid-in capital of $1,650, operating with six or eight employees in a rented building containing about 3000 square feet of floor space. At present the company has more than 2000 accounts with annual sales ranging from $650,000 to $900,000 and has a floor space of 63,000 square feet. The firm employs 60 workers and has an annual payroll of approximately $140,000.

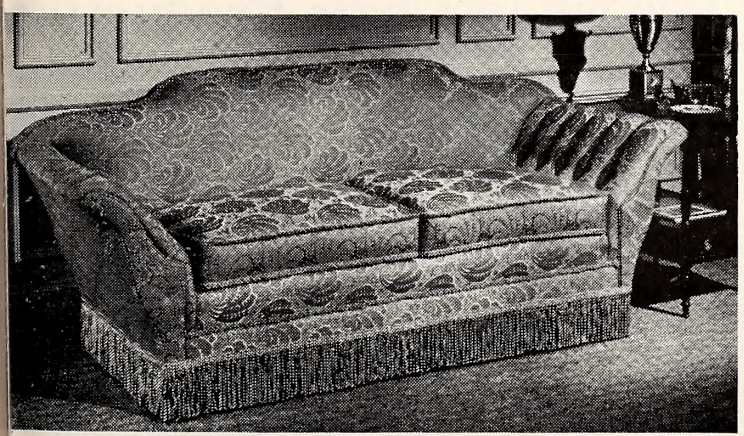
Carolina Upholstering Co. produces living room furniture in all types and at popular prices, including sofa beds, hide-away beds, ottomans, chairs and platform rockers, produced largely from oak, mahogany, gum and poplar. From earlier production of Borax and Period types, the firm has been shifting more to Modern furniture, the bulk of its products now being in this type.

Carolina Upholstering Co. distributes its products over about 10 states, largely in the southeastern area. The firm has eight salesmen in the area and operates its own fleet of trucks in delivering its products. Permanent display space is maintained in High Point and in the plant's own show rooms.

RELIABLE MFG. CO.

Reliable Manufacturing Co., 1917 Tate Street, High Point, was organized in 1940 by C. J. Lambeth as individual owner. In 1947 the company was incorporated with C. J. Lambeth as president, Mrs. Annie Lee Lambeth, his wife, as secretary-treasurer, and C. S. Lambeth, his son, as vice-president and general manager. President Lambeth is not now active in the firm due to the condition of his health.

Reliable Manufacturing Co. has an authorized capital stock of $100,000. Its plant equipment and supplies today have a valuation of approximately $275,-



Regency sofa produced by Reliable Manufacturing Co., High Point.

OTHER GUILFORD FIRMS

High Point

Carolina Seating Co., Vance St.
Englander Co., Inc., The, 309 E. Thomas St.
National Springs Corp., 401 E. Green St.
Talmar-Jamestown Co., The, S. Main St.
American Upholstery Co., Inc., 1517 S. Main St.
Art Chair, Inc., 123 W. Chester Dr.
Auman Mfg. Co., 527 S. Hamilton St.
B. & B. Upholstery Co., Route 4
B. & W. Frame Works, Prospect St.
B. & W. Upholstering, Inc., 311 E. Green St.
Beauchamp, Inc., 2427 English St.
Biltrite Upholstering Co., Reed St.
Boulding Upholstery Co.
Carolina Master Craftsman, Inc., 211 Roy St.
Carrick Mfg. Co., 1309 Tryon St.
Central Upholstery, Inc., 216 Wise St.
Colonial Furn. Co., 528 S. Hamilton St.
Davis Upholstery Co., 115 E. Davis St.
Dinette Parts Mfg. Co., 240 W. Russell St.
Eastern Chair Co., Inc., Prospect St. Ext.
Fagg Upholstery Co., 812 Mangum St.
Frye Mfg. Co.
Garner Upholstery Co., 3000 S. Main St. Ext.
Glenola Frame Works, Inc., Asheboro Highway, Rt. 3
Guilford Parlor Co., 406 Tate St.
Hawks Upholstery Co., Centennial Ave. Ext.
Henderson & Mooney Mfg. Co., Inc., 1924 Kivett Dr.
High Mfg. Co., 2600 English St.
Hodgin Turning & Carving Works, Hodgin St.
Holton & Son Mfg. Co., 615 E. Green St.
James Mfg. Co., Burton St. Ext.
Johnson Frame Co., Inc., English St. Ext.
Junior Mfg. Co., Inc., Hood St.
Kee Mfg. Co., 1328 Potts St.
Kirkman Furniture Co., Inc., 709 W. Green St.
McGhee Upholstering Co., Inc., English St. Ext.
Modern Upholstering Co., Greensboro Rd.
Quality Chair Co., Inc., 503 W. High St.
Rabhan Mfg. Co., 410 E. Russell St.
Security Upholstering Co., 431 S. Hamilton St.
Tar Heel Upholstery Co., 110 Springdale Ave.
Thomas Furniture Co.
Triangle Mfg. Co., 615 E. Green St.
Triangle Upholstery Co., 717 S. Hamilton St.
Walker Furniture Co., Inc., 307 W. Green St.
White, P. E. & Son Chair Co., 1036 Fairfield Rd.
Wright Frame Works, R. F. D.
Young's, Inc., Kivett Dr.

Greensboro

Allen Cabinet Works, Inc., 101 Dockery St.
Beaman's, Inc., 1060 Battleground Ave.
Benbow Reproductions, Inc., Friendly Rd.
Better Built Wood Products Co., 1904 Sullivan St.
Builders Products Co., 1648 Sullivan St.
Dixie Bedding Co., Inc., 1931 Freeman Mill Rd.
Greensboro Mattress Co., 3201 Church St.
Guilford Industries for the Blind, 920 W. Lee St.
Kelly Furniture Co.
Southland Wood Products Co., Inc., 1707 Gatewood Ave.
Spence Furniture Co., Spring Garden & Oakland Sts.
Westwarren Mfg. Co., 2232 Westbrook St.
Crouch Mfg. Co., Jamestown
Old Mill Mfg. Co., Pleasant Garden

000. Annual sales have developed until they now reach around $1,250,000. The plant occupies 65,000 square feet of floor space and employs from 100 to 110 workers, with an annual payroll ranging around $200,000.

This firm produces the large overstuffed Borax line in three piece living room suites, sofa beds, hide-away beds and occasional chairs. It produces promotional lines of products at medium prices, all frames of solid oak and all materials used are bought within a radius of 50 miles of the plant.

All Reliable products are distributed through unit and chain furniture stores in the East, eight sales-

SYLVANIA ACQUIRIES HIGH POINT PLANT TO PRODUCE T/V CABINETS

Sylvania Electric Products, Inc., with probably 50 plants in the United States and Canada manufacturing lighting fixtures, fluorescent tubes, light bulbs, photo lamps, radio tubes, picture tubes, electronic products and radio and television sets, has purchased the former Strickland Furniture Co. plant in High Point for approximately $450,000 and expects to begin the manufacture of television cabinets in March.

Information from R. W. Brooks, Sylvania personnel supervisor, and other sources indicate that the plant will start operation with about 150 workers and will build up the plant gradually as demand increases. The plant contains 55,000 square feet of floor space on a 10½ acre site with private railroad side track. The television cabinets to be produced will be shipped to Buffalo, New York, headquarters for the radio and television division, where television sets will be assembled. Intimations are, however, that in the future the firm will transfer this assembly operation to the plant purchased in High Point.

Sylvania, established in 1901, started the manufacture of television sets about three years ago, sets which are now among the most popular on the market. Up to now the firm has purchased its television cabinets from other manufacturers but plans to produce its own cabinets in the High Point plant. This will be the only plant manufacturing these cabinets.

If in the future Sylvania Electric Products moves its entire television assembly operation to the High Point plant, it is expected that several hundred workers will be employed finally. When the firm begins its production of cabinets, expected in March, with a production force of around 150, this will give employment to practically all of the surplus furniture workers now living in the High Point area. Officials of the company were in High Point early in February with a staff of workers cleaning up the plant and installing machinery and equipment. —Data from Ralph E. Miller, Manager, High Point Employment Office.

men covering the territory. The firm operates a fleet of seven trucks in delivering its products to purchasers. Permanent displays of Reliable products are maintained in High Point and New York.

FOUNDERS FURNITURE
(Pleasant Garden)

Founders Furniture, Pleasant Garden, almost under the shadow of the huge High Point furniture industry, was organized in 1943 as the P. G. Novelty Works by Elliott S. Wood and John R. Miller as a partnership. In 1947 E. K. Thrower bought into the industry and the name was changed to the present name. In June, 1951, the partnership shifted and since then the three partners have been Mr. Thrower, general manager, John R. Miller (inactive), and Wayne Davis, plant superintendent.

The plant has been completely modernized and the size doubled in 1950, giving present floor space of 30,000 square feet. The firm employs 65 to 70 workers with an annual payroll of around $125,000.

Principal production of Founders Furniture is tables, but it has recently been engaged in producing a coordinated bedroom and dining room group. These quality products are produced largely from Appalachian white oak and Philippine mahogany. Also a recent line of knotty pine case goods products is proving popular.

Founders Furniture is distributed largely to department stores, 14 salesmen covering the area. Permanent displays of the moderate priced tables and chests are maintained in Chicago and High Point.

MONARCH FURNITURE CO.

Monarch Furniture Co., Inc., 311 E. Green St., High Point, was organized in 1946 by Mose Sammet as individual owner. In 1949 the firm was incorporated with Mose Sammet, president and treasurer; H. M. Gutterman, vice-president and general manager; T. O. Gray, vice-president, and Mrs. Elsie Sammet, secretary. These officers compose the Board of Directors.



Genuine top grain leather chair, solid mahogany exposed parts, by Monarch Furniture Co., High Point.

Monarch Furniture Co. has an authorized capital stock of $100,000. Annual sales now reach approximately $400,000 and around 50 workers are employed with an annual payroll of about $125,000. The firm utilizes 27,000 square feet of floor space. This firm produces office upholstered chairs and home upholstered chairs and sofas. It makes a specialty of top grain leather coverings but also uses plastic and cloth coverings. Products are sold nationwide, 10 salesmen covering the area. A special line of products is manufactured and is handled exclusively by a New York jobbing firm. Permanent displays are maintained in New York City.

Thomasville Famous as World Leader in Chair Production

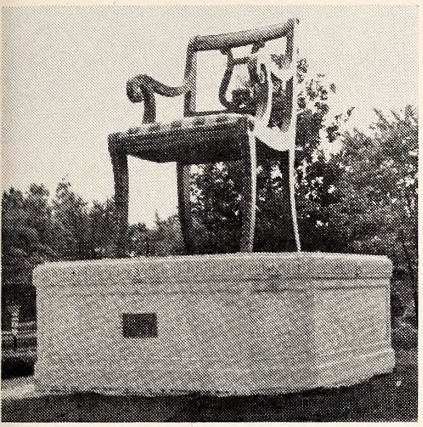
Thomasville, with a huge chair as the symbol of its principal industry, will celebrate this fall its 100th anniversary as a community. Even though cabinet shops were undoubtedly in operation from the early days of the town, available records indicate that the first chair factory was actually started in 1865. The founder was D. S. Westmoreland, who came from Stokes County and who evidently was influenced probably indirectly by the activities of Michael Healen, famous furniture producer who settled in Stokes County in 1792.

Mr. Westmoreland had his shop in his yard on Randolph Street, employing 10 or 12 workers and making two or three dozen chairs daily. In 1879 Mr. Westmoreland built a larger factory on the present site of the Wall Box Co. In this plant he employed about 25 workers and produced oak and hickory rockers, arm chairs, and "ladies'" chairs, all hand turned. After his death in 1891, his sons continued to operate the plant until it burned in 1897. (One of these sons, Emanuel F. Westmoreland, 90, died in Thomasville February 2, 1952.) In 1898 the Standard Chair Co. was started by Col. Frank S. Lambeth and continues as an important industry, now operated by grandsons of the founder.

Within the next few years several furniture plants were in operation in Thomasville. Among these was the Thomasville Chair Co., started in 1904 by G. A. Allison and bought in 1907 by T. J. and C. F. Finch. This firm, long known as the largest chair factory

"THE CHAIR OF THOMASVILLE"

"The Chair of Thomasville" has long been the symbol of the principal industry in the City of Thomasville. The first chair, located in the center of the community between the railroad and the main street, was erected in September, 1922.



Because of deterioration, this chair was removed in the 1935-36 period and in 1949 the construction of a larger and a more permanent chair was begun and has been completed.

The first chair contained enough lumber to manufacture 100 ordinary chairs. It was 13 feet high, with the seat six feet above the foundation; front legs were six feet high, six feet apart in the front and six and one-half feet apart in the back. Construction of this chair required three men working 10 hours a day for one week in the plant of the Thomasville Chair Co. Expense of making this chair was borne by Col. Frank S. Lambeth, secretary and treasurer of the Standard Chair Co., and Charles F. Finch, vice-president and manager of the Thomasville Chair Co.

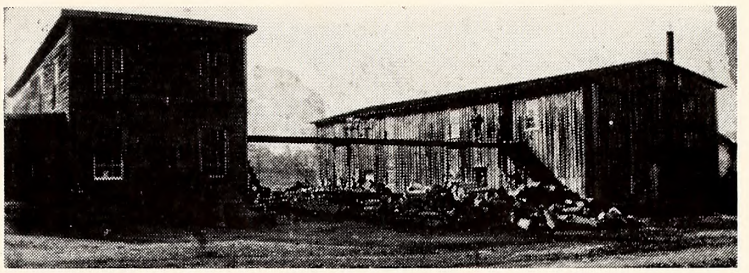
The new chair of steel and concrete is an exact duplication of the original Duncan Phyfe as displayed in Washington and is built six times as large as the original in all proportions. The back legs are 18 feet high and the front legs are nine feet high; the front legs are 9 3/4ths. feet apart and the back legs are 10½ feet apart. The chair is built on four steel and concrete pedestals two feet by four feet and 12 feet from the ground. Around these pedestals is built a base 22 feet square with concave corners; 16 inch solid brick wall veneered with eight inch limestone blocks, with carving and molding and around the top are eight carved eagles, one in the center of each of the four sides and one in the center of each of the concave corners.

This new chair was built by a local commercial artist and one full-time and one part-time helper. It is hand molded around a steel frame with a mixture of concrete and granite dust, with openings to fill the inside, thus making a solid structure. The time required for construction was approximately ten months. This new project, supervised by the Thomasville Chamber of Commerce, was made possible by the cooperation of the city, industry, local business firms and individual citizens.

On the floor of the base is a bronze plaque bearing the following inscription:

"The Chair" of Thomasville—The Chair is an exemplar and an inspiration for the future generations to emulate and perpetuate the achievements of our time-honored furniture designers and craftsmen. . . . The original chair was the creation of the famous American designer, Duncan Phyfe.

1950
Thomas Johnson, Del.
James Harvey, Sculp.



David S. Westmoreland, who started the first chair plant in Thomasville in 1865, built the factory shown above on Randolph Street in 1879. His sons continued this plant after his death in 1891 until it burned in 1897. Part of small building shown at left was the office of the first Thomasville newspaper, The Thomasville Times, started in 1887 by John T. Westmoreland, brother of David. Picture owned by Mrs. Nan Stone of Thomasville, daughter of John Westmoreland.

in the country, purchased many of the Thomasville plants in the succeeding years and is still operated by sons and grandsons of the original Finch purchasers. Among the earlier plants bought by this firm were the Bard Lumber Co. plant, the Cramer plant and the Williams-Nottis plant. Another earlier plant was the Thomasville Furniture Co., established in 1898.

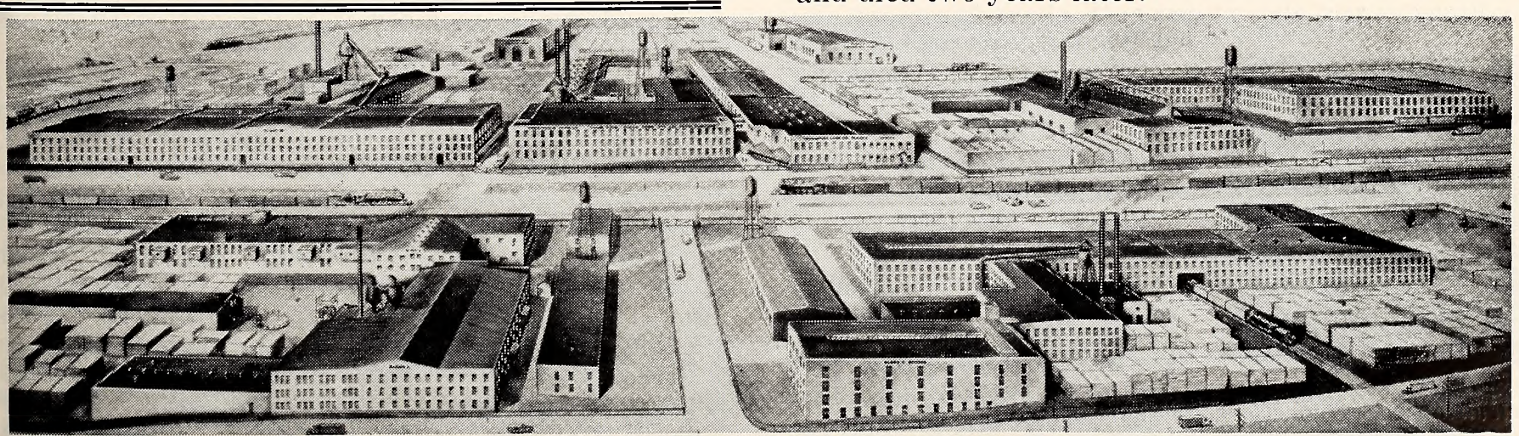
Thomasville, a listing shows, has 15 furniture plants, 12 of which have eight or more employees and are thus subject to the Employment Security Law. These 12, the Employment Security Commission records show, had in 1950 average monthly employment of 3,171 with a 1950 payroll of $6,726,807. Incidentally, Davivdson County had a larger number of employees and a larger payroll than did Guilford County, in which High Point is located.

THOMASVILLE CHAIR CO.

A visit was made to this firm, information secured, an article written and submitted for approval; omitted at the request of the management.

STANDARD CHAIR CO.

Standard Chair Co., Thomasville, was organized in 1898 by Col. Frank Lambeth and has remained in the Lambeth family during the 53 years of its operation, now continued by third generation Lambeths. Col. Lambeth's brother, John Lambeth, was a partner in the business for a short time after its organization. In 1901 the firm was incorporated with an authorized capital stock of $100,000 which remains today the same as in the original charter. Col. Lambeth continued to operate and develop this small industry for almost 30 years, bringing it up to a place of importance in the community. He retired in 1927 and died two years later.



Composite picture of the far-flung Thomasville Chair Co. with 31½ acres under roof.

Following Col. Lambeth's retirement in 1927 his two sons took over and operated the industry for 20 years. Charles Lambeth succeeded him as secretary-treasurer of the firm, handling sales and correspondence. James E. Lambeth became president and handled the plant and production. Both continued in these positions until their deaths in 1947. At that time James E. Lambeth, Jr., became secretary-treasurer and has since served in the capacity as general manager. His brother, Frank S. Lambeth became president, but has been relatively inactive in this firm, devoting most of his time to the operation of his radio station WMFR in High Point. Other members of the Lambeth family own smaller amounts of the stock in the corporation.

Even with its continued small capitalization Standard Chair Co. now has sales in excess of $1,000,000 a year. Recently the firm has installed new equipment costing $125,000. The capacity of the plant has been doubled in the last decade. The five plants owned by the firm have a combined floor space of 130,000 square feet. The firm employs approximately 225 workers, the annual payroll amounting to around $360,000. Probably half of the employees have worked for the firm for 10 years or more, while a sizable number have reached or exceeded 20 years of service.

The company has a comprehensive insurance policy covering life, health, accident, hospital and surgical costs; one half of the premium for it is paid by the employees.

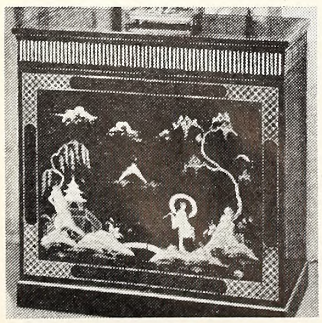
Regular production of the Standard Chair Co. includes cricket chairs, (boudoir) upholstered chairs, rockers, platform rockers and such novelty furniture as end tables, side tables and telephone benches. The firm has a large order for the United States Government, including desks, tablet arm chairs and other items which embraces approximately 50% of present production.

The Standard Chair Co. covers the entire nation in its sales and has 20 salesmen covering the area. Permanent displays are maintained at the principal furniture markets in the nation.

J. E. Lambeth, Jr., who operates Standard Chair Co., is also president of Erwin-Lambeth, Inc., of which his wife, Mrs. Katherine C. Lambeth, is secretary-treasurer and general manager.

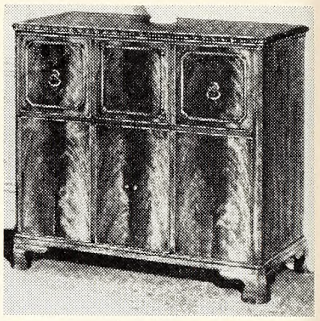
THOMASVILLE FURNITURE CORP.

Thomasville Furniture Corp., Thomasville, is one of the few firms in the southeast which devotes practically all of its time to the production of television cabinets. This firm has been in operation for close to 50 years and was owned until about five years ago by Thomasville people. The new firm was organized and bought the plant in 1946 and has developed the industry to the point of producing approximately 600 radio and television cabinets a day.



Brunswick model decorated television cabinet by Thomasville Furniture Corp., Thomasville.

Thomasville Furniture Corp. is a subsidiary of Capehart-Farnsworth Television Corp. and Radio and Television, Inc., which owns 75% of the stock. The remaining 25% is owned by other television firms. Capehart quality cabinets, formerly built at Fort Wayne, Ind., have been built in the Thomasville plant since 1947. "Brunswick" all quality cabinets are manufactured for Radio and Television, Inc., and all have decorative designs. All radio combination and television cabinets are made of mahogany and all sizes are produced.



The Pamanuse, a Chippendale model television cabinet by Thomasville Furniture Corp., Thomasville.

This firm employs approximately 300 workers and has an annual payroll in the neighborhood of $600,000. The plant contains 92,300 square feet. Employees are trained in this new work in the plant and half of those employed have been in furniture for 20 years or more. The firm pays all of the cost of a comprehensive insurance policy, covering life, health, accident, hospital and medical costs.

In addition to its radio combination and television cabinets the Thomasville Furniture Corp. is now filling a government contract for 3,000 desks, producing approximately 100 of these desks each day. Previously this firm has filled government contracts for desks.

R. C. Jenkins, vice-president and general manager of the organization and Ralph Rains, acting comptroller, are the only two Thomasville officers. Henry Roemer, New York, its president, is also vice-president of the International Telephone and Telegraph Co. Most of the other officials and directors live in New York and are officials of other large communications organizations.

Mr. Jenkins was manager of manufacture for the Capehart organization for 10 years and was also manager of the radio division of the General Electric Co. for 10 years prior to moving to Thomasville to take over the management and operation of the Thomasville Furniture Co. when it was reorganized in 1946.

COMMERCIAL CARVING CO.

Commercial Carving Co., Thomasville, was organized by Mr. and Mrs. L. L. Rothrock and started business in 1943 on a small scale. Meeting with immediate success this firm was incorporated in 1947 with L. L. Rothrock as president and treasurer, Mrs. Vonnie C. Rothrock, his wife, vice-president and secretary, and Mrs. Blanche Rothrock Fritts, his sister, as an additional member of the Board of Directors. Authorized capital stock is $100,000.

Principal part of the present plant was erected in 1944-45 and additions have brought the plant equipment and stock to a valuation of approximately $225,000. The plant contains about 35,000 square feet of floor space and approximately 110 workers are employed with an annual payroll of about $240,000.

Commercial Carving Co. won distinction two or three years ago by winning first place in North Carolina and second place in the nation in percentage of disabled veterans employed in the plant. The firm still employs 60 veterans, 30% of whom are disabled and especially screened and selected to handle jobs in which their disabilities do not hinder operations. The firm has a staff of Polish hand carvers

who are specialists in carving models for the decorations and other special decorative parts of all types of furniture.

This firm manufactures decorations for 60% of the furniture trade in the South. These decorations include specially carved chair backs, posts, mirror crowns, feet for living room and parlor furniture and any other types of carving needed and desired for the furniture trade. Most of the woods used are mahogany, gum and poplar, with smaller quantities of maple and walnut and any other types of woods that the trade requires.

All carvings are done by hand and then hand pieces are used as patterns in machine set up and adjusted for multiple carving, a dozen or more pieces being produced at the same time. This firm supplies carvings for practically all furniture plants in the South which do not have their own carving equipment. Products of the plant are displayed permanently in High Point.

THOMASVILLE UPHOLSTERING CO.

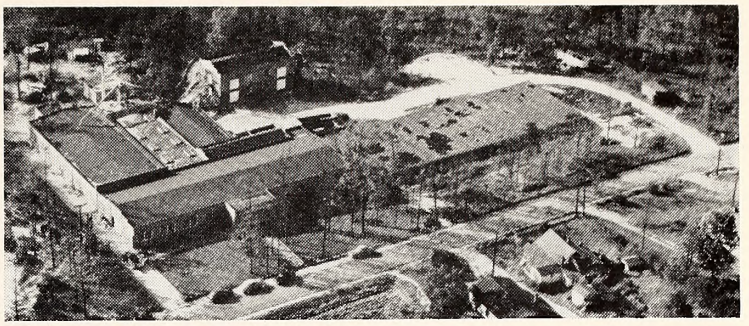
The Thomasville Upholstering Co., Thomasville, was started as a result of the desire of H. C. Edinger to produce wooden furniture, beginning with the lowly footstool. In 1932 Mr. Edinger started the Furniture Novelty Co. as individual owner, producing various items of novelty furniture and odd chairs.

In 1938 the firm was reorganized and incorporated as the Thomasville Upholstering Co., with members of the family as officers and directors. Charles C. Edinger, son of the founder, is president; H. C. Edinger, the founder, is secretary-treasurer and general manager; Mrs. Kila Edinger Barnes, daughter of the founder, is vice-president, and Mrs. K. C. Reid and Mrs. H. C. Edinger, daughter and wife of the founder, respectively, are additional directors. The firm has an authorized capital stock of $200,000. In 1945 a new and completely modern plant was erected and modern machinery was installed. The plant now covers 55,000 square feet, employs about 65 workers and has an annual payroll of approximately $120,000. Annual production amounts to $800,000.

Thomasville Upholstering Co. manufactures several types of upholstered furniture of quality and medium grades. Six salesmen represent the firm in about 10 southeastern states over which the bulk of the firm's output is distributed.

ERWIN-LAMBETH, INC.

Erwin-Lambeth, Inc., Thomasville, offers definite proof that a woman can have both a career and a family. This firm was started in 1946 as a partnership entered into by Mr. and Mrs. J. E. Lambeth, Jr. Mrs. Lambeth's business name is K. C. Lambeth.



Recently enlarged plant of the Thomasville Upholstering Co., Thomasville.

In 1947, a year after the firm started, the industry was incorporated (Erwin is Mr. Lambeth's middle name) with J. E. Lambeth, Jr., as president, Mrs. J. E. Lambeth, his mother, as vice-president, and Mrs. K. C. Lambeth, his wife, as secretary-treasurer and general manager. Mrs. Lambeth, the former Katherine Covington, daughter of the late Richard D. Covington, for many years treasurer of the Mills Home at Thomasville, has continued to operate this industry from the beginning although she is the mother of four children, three sons and one daughter, one of which was born since the business started.

The Erwin-Lambeth plant is one of the most modern furniture structures in the nation, a one story building constructed of steel, brick and concrete. The original building erected in 1946 was 80 x 400 feet. In 1950 a 200 foot addition was constructed, making the plant 80 x 600 feet, thus giving 48,000 square feet of floor space. The machinery and equipment are thoroughly modern and complete, providing straight line mass production.

Production of the Erwin-Lambeth firm exceeds $1,000,000 a year. It employs 125 workers with an annual payroll of approximately $225,000. Products include the top grade line of upholstered chairs, sofas and novelty tables as matching pieces for the sofas produced. Products are distributed nation wide.

OTHER THOMASVILLE FIRMS

Brookdale Carving Co., 605 Hyde St.
Carolina Seating Co., Vance St.
Colonial Mfg. Co., 829 Blair St.
Frank's Novelty Plant, 110 Moore St.
Glenda Table Co., Inc., 18½ Peace St.
McMillan, S. F., & Co., 105 Julian Ave.
North State Mfg. Co., 900 Blair St.
Thomasville Bedding Co., 201 Taylor St.
Thomasville Cabinet Works, Julian Ave. Ext.

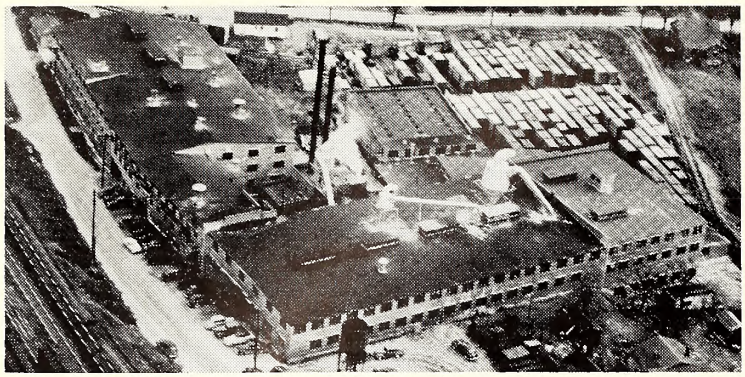
Lexington, Home of Large, Small Furniture, Novelty Plants

Lexington, through the years, has developed into an important furniture manufacturing center, containing a list of 18 plants producing both regular and novelty lines of furniture. Both large and small plants operate in this progressive Davidson County seat.

Employment Security Commission records show that Lexington has 14 plants covered by the Employment Security Law—with eight or more employees. In the covered plants a monthly average of 1,775 workers were employed during the year 1950 and the total wages of all these firms during that year amounted to $5,246,428, which is only about $1,500,000 less than the payroll of its neighbor, Thomasville. These figures probably mean that 2000 or more workers are employed part time or full time in the Lexington furniture plants.

DIXIE FURNITURE CO., INC.
LINK-TAYLOR FURNITURE CO.

Every effort was made to secure information for articles about these firms, without success.



Modern plant of United Furniture Corp., Lexington.

UNITED FURNITURE CORP.

United Furniture Corp., Lexington, was organized and incorporated in 1936 by B. C. Philpott, an experienced furniture man. Mr. Philpott served as president of the firm until 1947 when he became chairman of the Board of Directors. His son, H. C. Philpott, formerly secretary-treasurer, succeeded him as president. Two other sons are officers, J. A. Philpott, vice-president, and J. R. Philpott, secretary-treasurer. R. L. Myers is superintendent of manufacture. These officers, along with J. V. Moffitt, Jr., C. C. Wall and J. A. Messer, Jr., form the Board of Directors.

United produces high types of modern bedroom furniture and ships its products to every state in the nation. Recently this firm has completed a thorough renovation program, installing entirely new and modern furniture making machinery. A splendid business is enjoyed by this firm which employs approximately 400 workers. (See front page for bedroom suite finished in light mahogany color.)

H. C. Philpott, president of the firm, is immediate past president of the Southern Furniture Manufacturers Association and is now chairman of its Board of Directors. He has written an article on the furniture industry in North Carolina which is included in this issue.

LEXINGTON CHAIR CO.

Lexington Chair Co., Lexington, changed names several times before it reached its present name and new ownership in 1936. The plant first started operation in 1895 as the Oneida Chair Co. Later it was purchased by Charles Hackney, during whose ownership the plant burned and was rebuilt, reopening and operated as the Hackney Chair Co. until about 1930. For about six years it was operated by J. T. Hedrick as the Lexington Novelty Co. and was purchased in 1936 by J. O. Burke and B. H. Thomason.

The plant started in May, 1936, under the corporative name of Lexington Chair Co. with between 50 and 60 employees. At present an average of from 400 to 450 workers are employed with an annual payroll ranging between $1,000,000 and $1,250,000. Present officers are B. H. Thomason, Sr., president; Mrs. J. O. Burke, vice-president, and J. B. Burke, secretary-treasurer and general manager.

Through various enlargements and expansions the Lexington Chair Co. buildings now contain approximately 175,000 square feet of floor space, including a recently completed warehouse containing 16,000 square feet. Annual sales are now in the neighborhood of $4,000,000 and the firm's products are sold throughout the United States and in large areas in Canada, a sales force of about 50 covering the entire area.



Modern blonde gossip bench, one of many novelty items produced by Lexington Chair Co., Lexington.

Lexington Chair Co. has achieved continuous operations with practically no loss of time in the 16 years. The employer-employee relationships in the plant have been unusually fine and cooperative. One reason for this is that the firm operates on a profit sharing plan agreement by which the plant's employees receive 25% of the gross profits. In addition, paid vacations are furnished all employees with the required length of service of one week at Christmas and one week during the summer. Also the company pays the premiums on a blanket insurance policy for all employees, covering life and hospitalization.

Lexington Chair Co. products include occasional chairs, drop leaf and console extension, occasional and novelty tables, gossip benches, cocktail, coffee and lamp tables and other furniture novelty lines. Styles include 18th Century, Provincial, Modern and casual country pine. These products are made of veneers and selected hardwoods, materials including mahogany, cherry, knotty pine and oak veneers.

Lexington Chair Co. maintains a New York office at 206 Lexington Avenue, New York, and displays its products permanently in Chicago, San Francisco and High Point, with seasonal shows in Boston, and in the plant's own show rooms which contain between 5,000 and 6,000 square feet.

HOOVER CHAIR CO.

Hoover Chair Co., Lexington, was organized in 1903 as the Queen Chair Co., Inc., in Thomasville. The organizers were Charles M. Hoover and his brother, George M. Hoover. The firm started in a small plant with 50 to 75 employees. In 1915 the name was changed to Hoover Chair Co. and three years later the Thomasville plant was destroyed by fire.

Following the fire the Hoover brothers bought its



Junior dining room furniture, slightly smaller for modern homes, made by Hoover Chair Co., Lexington.

present plant from the Dixie Furniture Co. in Lexington in 1919 and continued the manufacture of chairs exclusively until 1928 when dinette furniture was added. Later dining room furniture, both regular and junior (made smaller for smaller modern homes) was added and gradually became important parts of the production. Present products include both regular and junior dining room furniture and chairs and dinette suites. In 1939 C. M. Hoover and Charles Hoover, Jr., bought the G. M. Hoover interest in the firm.

Present officers are Charles Hoover, in the firm since 1922, who became president following his father's death in 1946; James B. Hoover, a younger brother who joined the firm following World War II, is secretary and treasurer; Mrs. Theresa Hoover Harris, a sister, is vice-president and Charles E. Williams is assistant secretary and treasurer. These officers are also the directors and stockholders.

Hoover Chair Co. produces both period furniture, including 18th Century mahogany plywood and Modern furniture of oak and mahogany, both solid and veneer.

Hoover Chair Co. now has annual sales that range between $1,500,000 and $2,000,000. It employs from 200 to 250 workers and has an annual payroll that ranges between $400,000 and $500,000. Present plant space is 120,000 square feet, approximately double, by enlargements through the years, since the firm began its operations in Lexington in 1907.

Hoover products are sold throughout the United States, 25 salesmen covering the nation and selling to chain, department and unit furniture stores. Permanent displays are maintained in Chicago, New York, High Point, Los Angeles and in the firm's own factory show rooms.

FRANKLIN SHOCKEY CO.

Franklin Shockey Co., Lexington, was organized in 1941 by Franklin Shockey and George H. Ennis, the latter of Rancho Santa Fe, California, as a partnership. In 1941 the company was reorganized and incorporated with Franklin Shockey as president and general manager and Mrs. W. P. Shockey, his mother, as vice-president. The authorized capital stock is $100,000.

Franklin Shockey Co. has developed annual sales in excess of $1,000,000. The firm has floor space of approximately 48,000 square feet, employs around 140 workers and has an annual payroll of about $250,000.

The firm produces correlated groupings of bedroom, dining room and living room furniture, primarily of the rustic types. Sales are made over the entire United States, about 30 salesmen covering the nation.

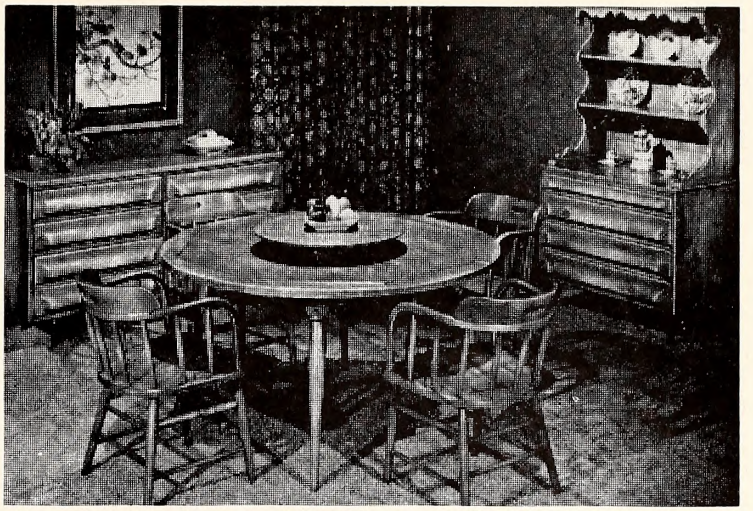
Permanent displays of Franklin Shockey furniture are maintained in Chicago, San Francisco and High Point and in the plant's own show rooms.

NOVELTY FURNITURE FIRMS

Three different Lexington men rode hobbies until each developed nice small remunerative industries—manufacturing novelty furniture. These three firms produce furniture items ranging from popular through medium and quality types of furniture lines and all have become successful enterprises.

Kirkman Novelty Furniture Co.

Kirkman Novelty Furniture Co., Inc., Lexington,



Dining room suite, including Lazy Susan table, sideboard buffet, Captain's chairs and China hutch, made by Franklin Shockey Co., Lexington.

was organized in 1941 by Mr. and Mrs. T. V. Kirkman, Sr., after Mr. Kirkman had been with the United Furniture Corporation for 15 years as superintendent and part of the time as secretary-treasurer of the firm. The new business was started with six employees.

As of January 1, 1946, this firm was incorporated with authorized capital stock of $100,000, half in preferred and half in common stock. The three family officers of the corporation are T. V. Kirkman, Sr., president; Mrs. T. V. Kirkman, vice-president, and T. V. Kirkman, Jr., secretary-treasurer. The firm now has plant and equipment valued at around $258,000, has 40,000 square feet of floor space and employs 55 workers.

The Kirkman firm produces living room tables of mahogany and plywood in the medium priced field. Sales are made all over the United States, in Alaska and part of Canada. For some time the Kirkmans have been producing tables for hospitals, nurses' homes and officials' headquarters for the United States Government.

Model Furniture Co.

Before the Model Furniture Co., Inc., Lexington, became a reality, L. M. Grimes, Jr., followed his hobby in his home woodworking shop producing custom made furniture of wood, including corner cabinets, cedar chests and dining room tables and sideboards. When this infant industry got out of hand in 1946, Grimes gave it a name and in 1950 incorporated it as the Model Furniture Co.



Triple tier table made by Model Furniture Co., Lexington.

This, too, is a family industry with L. M. Grimes, Sr., as president, John G. Grimes, vice-president, and L. M. Grimes, Jr., secretary-treasurer and general manager. The firm has an authorized capital stock of $100,000, uses 34,000 square feet of floor space, employs about 47 workers and has

annual sales that approximate $300,000.

Model now produces a full commercial line of occasional tables, novelties and dining room tables, all of mahogany and in medium and high priced ranges. Permanent exhibit spaces are held in Chicago, New York, Los Angeles and High Point. Furniture is sold in all 48 states and in Canada, 21 salesmen covering the area, one of them in Canada.

Streetman Novelty Furniture Co.

Streetman Novelty Furniture Co., Lexington, was started as a hobby in 1943 by J. H. Streetman, who served as superintendent for the Carolina Panel Co. for 17 years. In 1945 Mr. Streetman left this company to devote full time to producing furniture novelties. He now employs about 30 workers, has an annual payroll of around $55,000 and has an annual business of approximately $275,000. His plant occupies about 14,000 square feet of floor space.

Mr. Streetman produces about 30 different styles of living room tables, all in moderate and popular priced ranges. He ships his products to all of the 48 states.

Peerless Mattress Co., S. State St., also operates in Lexington.

DENTON

Biltwell Chair and Furniture Co.

Biltwell Chair and Furniture Co., Inc., Denton, started in business in 1925 with Allen L. Penny and M. T. Lambeth as the principal owners and operators. In 1930 the business was bought by new owners who compose the officers, including C. L. Kearns, president; Mrs. C. L. Kearns, secretary-treasurer, and H. A. Sexton, vice-president, with M. A. Morris as superintendent of the plant. Capital and reserve amount to approximately $100,000.

Plant and equipment of this firm have a valuation of approximately $50,000 and from 85 to 100 workers are employed. The equivalent of a carload of furniture is produced each working day. Principal products of the firm are dinette and breakfast suites (five pieces) and other chairs.

Lenoir Forging Ahead in Quality-Variety Furniture Making

Lenoir has been a furniture manufacturing center since Colonial days. It is of record that Henry Payne operated a furniture factory in Caldwell County at the mouth of Little River before the Revolutionary War. He had served an apprenticeship in Lincolnton under a cabinet maker named Houser who had learned the trade in South Germany. His son, Abner Payne, later produced many fine pieces of furniture still to be found in Caldwell and Catawba Counties, and descendants are still among leading furniture producers in several Piedmont cities and towns.

Through the years the furniture industry has developed and increased until Lenoir, including several plants built around the municipality, now probably takes first place in furniture manufacturing in North Carolina. Employment Security Commission records show that Caldwell County has 18 firms which are covered by the Employment Security Law—having eight or more employees. These firms employed a monthly average of 4,653 furniture workers in 1950, a number that is only 40 lower than is shown for Guilford County which contains several small plants in Greensboro and other towns as well as in High Point. It is possible, however, that the method of reporting includes some workers in other counties employed in subsidiary plants of Lenoir firms.

It is interesting to note that total payrolls of covered furniture firms in Caldwell County in 1950 amounted to $11,789,886, which is $2,000 larger than the total Guilford County furniture payroll for that year. Here, too, the reporting method may make a difference in the figures.

Lenoir started and other far western North Carolina towns have joined with holding pre-season markets at the individual furniture plants. These selling seasons are usually held in late October or early November and attract hundreds of buyers from many of the larger purchasing units throughout the country.

BROYHILL FURNITURE FACTORIES

Broyhill Furniture Factories, Lenoir, is the management and sales organization marketing the output of six affiliated Broyhill furniture manufacturing firms and as many subsidiary and supply plants. The six furniture factories are as follows:

Lenoir Furniture Corp., Lenoir, manufacturers of bedroom furniture (occasionally dining room) ; Richard Isaac, general superintendent.

Lenoir Chair Co. No. 1, Lenoir, makers of upholstered chairs and benches for bedroom plants; R Maynard Teague and R. H. Winkler, superintendents

Lenoir Chair Co. No. 2, Newton, manufacturers of bedroom furniture; Homer Scruggs, superintendent A. F. Clark, general superintendent.

Otis L. Broyhill Furniture Co., Marion, producers of bedroom furniture; Frank Jump, superintendent

Conover Furniture Co., Conover, manufacturers of dining room furniture and kneehole desks; Clarence Canroberts, Superintendent; A. F. Clark, gen. supt

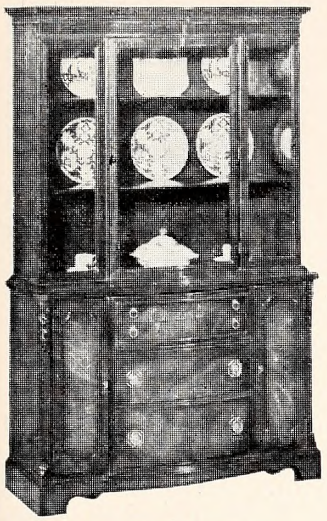
Harper Furniture Co., Lenoir, producer of Traditional bedroom furniture and secretaries; Ray Walker, superintendent; Richard Isaac, general supt.

In addition to these furniture plants, the subsidiary and supply plants operated by the Broyhill organization include Lenoir Veneer Co., Lenoir, making rotary veneers and crossbanding; National Veneer Co., Lenoir (part interest), making rotary veneers for crossbanding; United Veneer Co., Conover matching and taping veneer faces for furniture producing plants; Lenoir Furniture Forwarding Co Lenoir, furniture warehousing; Allied Furnitur Co., Lenoir, building and leasing; Crating Mill, Lenoir, subsidiary of Lenoir Furniture Corp., making furniture crating.

These six furniture plants and six auxiliary plant make Broyhill Furniture Factories one of the larges furniture manufacturing organizations in the Unite States. Sales force of 85 representatives sells t more than 15,000 stores throughout the United State and goods are also shipped to Mexico and Hawaii.

All of the Broyhill plants are equipped with modern buildings and machinery for high speed an quality production. Back in 1935 Broyhill plan installed overhead chain conveyors to speed produ

tion. Other equipment includes water-wash spray booths, hot plate presses, automatic steam heated core machines and other high speed machinery. Top quality production and modern equipment permit a line range of furniture from low to medium price. Each plant produces separate lines combining to make a complete furniture organization.



China by Broyhill.

T. H. Broyhill, founder of the first plant, was born in rural Wilkes County in 1877. With limited education he engaged in farming, logging and merchandising. Acquiring a small sawmill, he cut timbers to pay his $2,000 share of the original stock of the Lenoir Furniture Corp. when it started in 1905. In 1912 he bought out the remaining stockholders and started this ailing firm on its successful career.

Meanwhile, J. E. Broyhill, 15 years younger than his brother, acquired a high school education at Boone. After World War I service, he became an office clerk in the Lenoir Furniture Corp., later moving up to sales manager. In 1926 J. E. Broyhill started a period of expansion equal to any in the furniture industry and still in progress. It was then that he began making 3-piece living room suites in a former blacksmith shop in Lenoir. This plant, today Lenoir Chair Co. No. 1, produces a complete line of upholstered lounges and occasional chairs and platform rockers, as well as dining room chairs.

These brothers, selling their lines together, bought controlling interests in 1929 in Harper Furniture Co., Lenoir, one of the oldest furniture organizations in the South. This plant, started in 1889, still produces a quality line of mahogany furniture, including bedroom groups, secretaries and desks. This plant makes the top quality products of the Broyhill organization in the medium priced field.

Expansion of the Broyhill plants continued. The plant at Newton, now Lenoir Chair Co. No. 2, was purchased in 1934 and began operation in 1935. In 1941 the Conover Furniture Co., Conover, was added to the list and in the same year the McDowell Furniture Co., Marion, was purchased and the named changed to Otis L. Broyhill Furniture Co. Veneer plants and other auxiliary units were added as the need arose.

Broyhill has put up new and enlarged buildings for all of the plants purchased and is constantly retooling and reconditioning to bring operations up to top efficiency and quality. Top management is continually adding able and efficient personnel to insure high quality production. Aggressive production and sales organizations have made the Broyhill factories one of the most complete and thorough furniture organizations in the entire country.

Harper Furniture Co.

Harper Furniture Co., Lenoir, one of the oldest furniture firms in the South, became a part of the Broyhill organization in 1929. The original firm was a partnership organized in 1889 by G. F. Harper, J. M. Bernhardt and G. L. Bernhardt.

This firm is a part of the Broyhill Furniture Factories, Lenoir, with T. H. Broyhill as president; Virgil D. Guire, vice-president, and James A. Marshall, secretary and treasurer. Ray Walker is plant superintendent and Richard Isaac, general superintendent.

Harper Furniture Co. produces quality bedroom suites and secretaries. The plant occupies about 200,000 square feet of floor space including conditioning sheds and employs about 345 workers. Its products are sold nation-wide through Broyhill Furniture Factories and are displayed at several of the leading furniture markets.

Lenoir Chair Co.

Lenoir Chair Co., Lenoir, one of the several Broyhill plants, is known generally as Lenoir Chair No. 1. No. 2 is located in Newton. The firm employs 294 workers and occupies about 120,000 square feet of floor space, including conditioning sheds.

J. E. Broyhill is president and treasurer of the firm; Sadie L. Broyhill, vice-president, and E. C. McCall, secretary.

The plant produces a complete line of upholstered lounges and occasional chairs and platform rockers. Activities are divided into two parts. One is the plant proper, of which R. H. Winkler is superintendent, and the upholstering department, which is under the supervision of R. Maynard Teague.

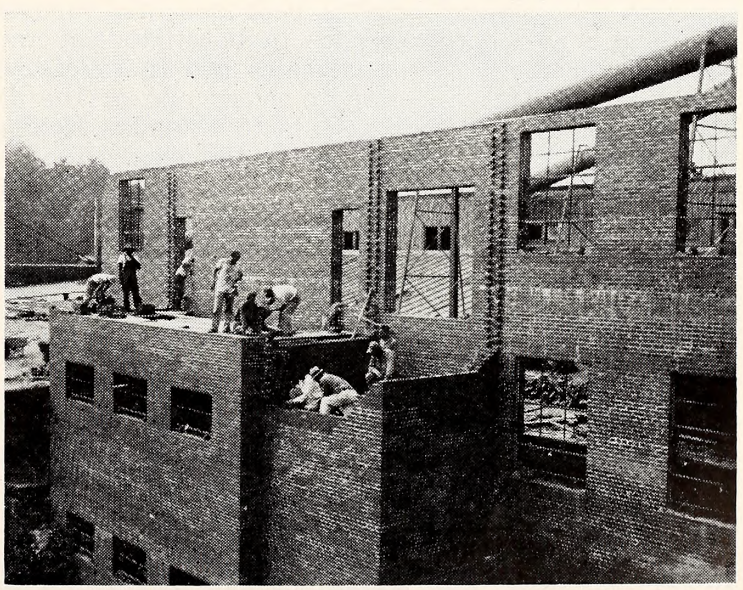
Products of Lenoir Chair Co. are sold on a nation-wide basis through the sales organization of Broyhill Furniture Factories. Displays are maintained at several of the leading markets in the nation.

Lenoir Furniture Corp.

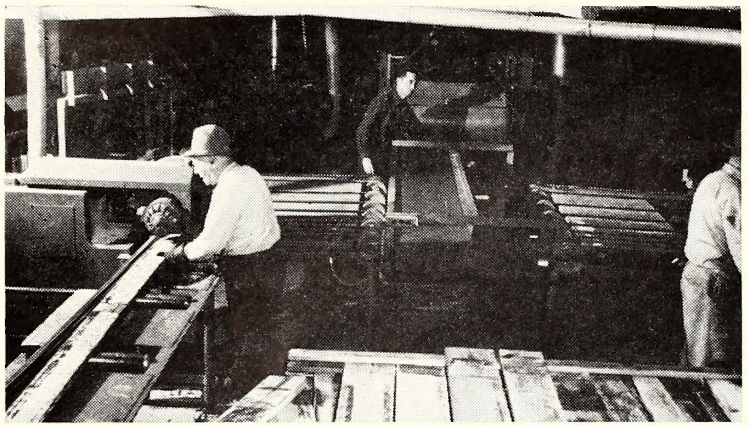
Lenoir Furniture Corp., Lenoir, was approaching bankruptcy in 1912 when T. H. Broyhill bought out the other stockholders. Today it is one of the largest producers of case goods in the country. The plant contains 523,000 square feet of floor space and employs 511 workers.

This plant produces high quality Modern bedroom groups. It is equipped with modern machinery and methods, including cafeteria service for employees.

T. H. Broyhill is president of the corporation. Other officers are Otis L. Broyhill, vice-president;



Extensive enlargement of Harper Furniture plant in Lenoir, one of the Broyhill units.



Lumber going through the cut-off saws in the Lenoir Furniture Corp. plant.

J. E. Broyhill, secretary; R. T. Broyhill, treasurer. Richard Isaac is general superintendent.

KENT-COFFEY MANUFACTURING CO.

Kent-Coffey Manufacturing Co. is one of the older, larger and more successful of the furniture manufacturing firms in Lenoir. The firm was organized and incorporated in 1907 by F. H. Coffey and started on the site of an old veneer plant. Original capital was $33,800. Original officers were Dr. A. A. Kent, president, (inactive) and F. H. Coffey, secretary-treasurer and general manager. In 1910 Mr. Coffey was elected president, serving as such until 1943. He represented Caldwell County in North Carolina General Assembly at one time. W. L. Minish succeeded Mr. Coffey in 1911 as secretary-treasurer, serving as such until his death in 1937.

Harold F. Coffey, son of the founder who had been with the firm since 1917, was elected vice-president in 1918 and was elected president in 1943 to succeed his father, still serving in that position. D. Archie Coffey, another son who joined the firm in 1923, was elected vice-president in 1925 and has been executive vice-president since 1943. W. Clyde Suddreth, who went to work for the firm in 1920, was made assistant secretary-treasurer in 1927 and became secretary-treasurer in 1937, following the death of Mr. Minish. W. H. Maynard, also an old-timer with the firm, has been sales manager since 1946.

Kent-Coffey manufactures bedroom furniture of the medium to better grades in both Modern and Traditional styles. Annual sales are in excess of $5,000,000, products going to every one of the 48 states and extensive shipments to Canada, Mexico and Hawaii, 28 salesmen covering the area.

Kent-Coffey plant has a floor space of 8 81 acres. The plant has been rebuilt and modernized and modern furniture machinery installed during the past two or three years. In this process, additions were built, giving about 50,000 more square feet. The plant employs over 500 workers and has an annual payroll of over $1,500,000.

In addition to its own show rooms at the plant, Kent-Coffey maintains permanent display spaces in Chicago, New York, and in High Point.

SPAINHOUR FURNITURE CO.

Spainhour Furniture Co., Inc., in the Joyceton community near Lenoir, was organized in 1943 by W. J. Spainhour, who, as individual owner, took over the patterns, designs and other equipment formerly operated by the Jennings Furniture Co. The firm was incorporated in 1945 with W. J. Spainhour, president and general manager; A. J. Jones, vice-president (inactive), and B. L. Johnson, secretary and treasurer. These officers and W. J. Furbish, Atlanta, Norman Warner, Asheville, and R. W. Buchanan, Selma, Ala., form the Board of Directors.

Spainhour Furniture Co. has an authorized capital stock of $200,000 with $90,000 outstanding. Annual sales have been developed to around $900,000. The firm occupies a floor space of approximately 25,000 square feet and employs 130 workers with an annual payroll in the neighborhood of $260,000.

Bedroom and dining room furniture are produced in Early American and Colonial styles. All pieces are of solid wood made largely from pine and maple.

Spainhour products are sold over the entire nation, 20 salesmen covering the area. Permanent displays are maintained in Chicago.

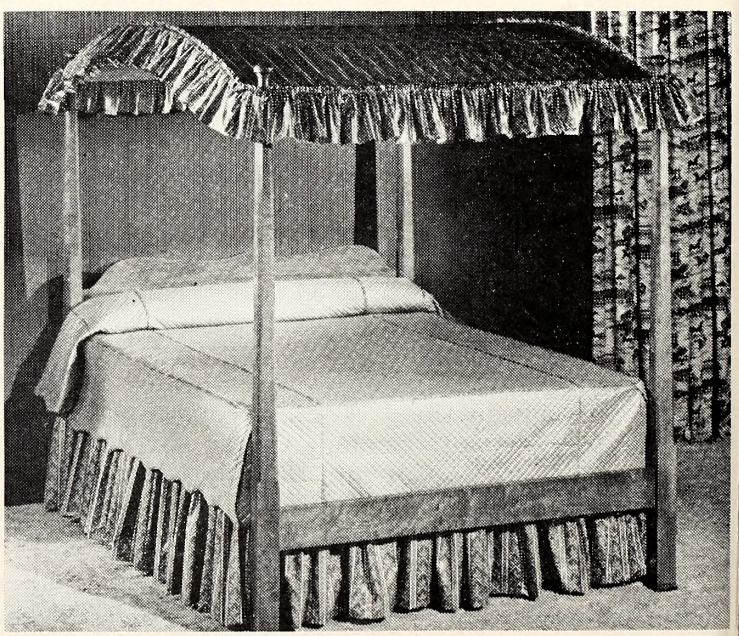
CALDWELL FURNITURE CO.

Caldwell Furniture Co., Lenoir, was organized and incorporated in 1909 by a group of a dozen or more Lenoir citizens led by W. J. Lenoir. Original officers were W. J. Lenoir, president; T. H. Broyhill, vice-president, and L. E. Rabb, secretary-treasurer and general manager, a position he held until his death in 1929. J. H. Beard, who had started early with the plant and came up through the ranks, served as vice-president and general manager from 1936 to 1949.

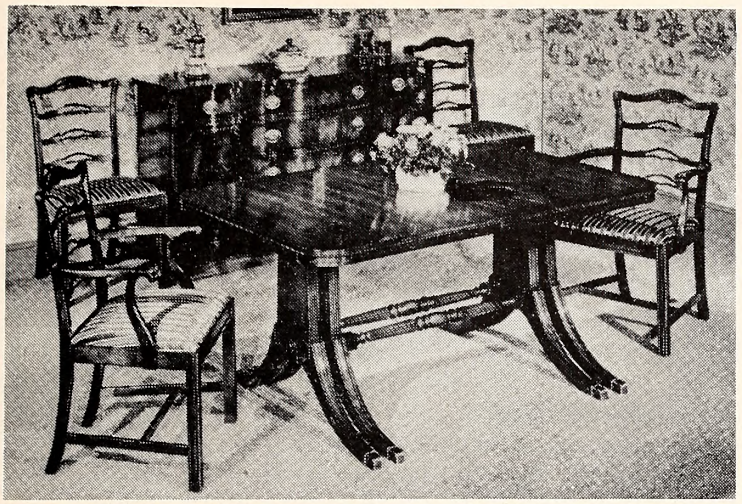
Present officers are A. L. Moore, president; J. M. Gossler, vice-president and treasurer; J. M. Gossler, Jr., secretary and assistant treasurer; John R. Beard, son of J. H. Beard, general manager and sales manager, and T. H. Shuford, Jr., assistant to the general manager.

Caldwell Furniture Co. manufactures bedroom furniture exclusively, its annual sales amounting to $5,000,000. The firm has a floor space of 400,000 square feet, employs approximately 500 workers and has an annual payroll of about $1,500,000. It operates its own veneer mill near the plant.

Caldwell Furniture Co. sells its products throughout the United States, 20 salesmen operating in the area. It maintains permanent show rooms in New York, Chicago and High Point and in its own show rooms in the plant.



Canopied four-poster bed, by Spainhour Furniture Co., Lenoir.



Dining room suite including buffet, table, arm chairs and side chairs, produced by Bernhardt Furniture Co., Lenoir.

BERNHARDT FURNITURE CO.

Bernhardt Furniture Co., Lenoir, was organized as the Lenoir Furniture Factory in 1889 by J. M. Bernhardt and is said to be the first furniture factory established in Lenoir, the second west of High Point and the third started in the entire State. Its beginning was very modest, the plant employing only about 25 workers. In 1909 the plant was bought and the name changed to Bernhardt Manufacturing Co., specializing in bedroom furniture. In 1925 the plant divided its activities beginning the production of dining room furniture, the first suites of which were manufactured on chair machinery. The plant burned in 1926 and in 1927 a thoroughly modern furniture plant was erected.

The firm was incorporated in 1931 as the Bernhardt Furniture Co., with J. M. Bernhardt as president; his son, George H. Bernhardt, as vice-president; another son, J. C. Bernhardt, as treasurer and Henry Wilson who married a daughter of the president, as secretary. The original president of the firm, J. M. Bernhardt, died in 1934 and his son, G. H. Bernhardt, succeeded him as president, serving until his death in 1947.

J. C. Bernhardt, former treasurer and later vice-president, became president following the death of his brother in 1947. Other officers now are Mrs. George H. Bernhardt, vice-president and assistant secretary and treasurer, and Mrs. T. Henry Wilson, secretary and treasurer.

Bernhardt announces that it's the "Largest Manufacturer of Dining Room Furniture Exclusively in the World". The firm produces a complete line of Eighteenth Century, Informal Early American types and a modern line of ranch oak groups which is advertised in "Life for Young Homemakers". The firm works out and develops its own designs.

The Bernhardt plant, entirely modern and completely conveyorized for mass production, is a large factory, containing about 325,000 square feet of floor space, and employs around 600 workers with an annual payroll of approximately $1,500,000. Sales cover the entire area of the United States, parts of Canada, Mexico and Hawaii, the firm's 50 salesmen covering the entire country.

FAIRFIELD CHAIR CO.

Fairfield Chair Co., located in the Fairfield section of Lenoir, was organized and incorporated in 1921, taking over the plant of the Ethel Chair Co., which had been in operation since 1912. J. H. Beall, Lenoir bank president, is president of the company; A. G. Foard was vice-president until his death in 1943 when he was succeeded by J. A. Marshall, and G. F. Foard continues as secretary-treasurer and general manager.

Fairfield produces living room chairs, lounges and occasional chairs, its products having a wide reputation in all of the 48 states and in Canada. Permanent displays are maintained in New York, Chicago, High Point, and in the plant's own show rooms.

Fairfield Chair Co. has capital assets of well over $500,000 and its annual sales range between $1,500,000 and $2,000,000. Approximately 100,000 square feet of floor space is utilized and the firm employs around 175 workers with an annual payroll of about $300,000.

HAMMARY MFG. CORP.

Hammary Manufacturing Corp., Joyceton, on Hickory Highway No. 321, four miles from Lenoir, was organized in November, 1942, by Hamilton L. Bruce and started operation in a leased building on an alley off Harper Avenue in Lenoir. Only two men were employed by Mr. Bruce to assist him in the manufacture of lawn chairs. Within three months the force had grown to 12 workers and had reached 18 during the first year of operation.

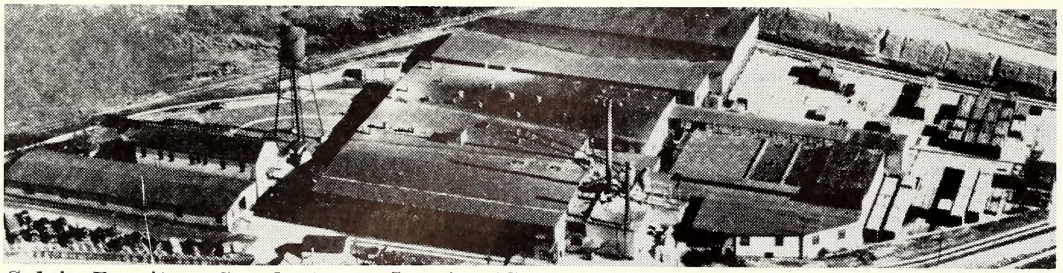
Because of splendid increase in sales and lack of available quarters in Lenoir, Mr. Bruce purchased a site at Joyceton and erected a new plant which has since been tripled in size. The plant continued to manufacture lawn chairs until 1946 after which a small dinette group was produced for about two years. In 1948 the plant started producing tables, including mahogany and gum tables with leather and mahogany tops, shifting the next year to leather tops exclusively with all genuine Honduras mahogany. At present the firm produces 34 numbers in tables.

Hammary Manufacturing Corp. lines have been so well accepted that last year the firm shipped tables valued at approximately $1,000,000. The plant and equipment are valued at approximately $300,000. The firm employs around 125 workers in the factory and 10 employees in the office with an annual payroll of around $700,000.00. Mr. Bruce is president and general manager and directors include salesmen who represent the firm in key sections of the country.

Hammary products are sold nationwide, 20 salesmen covering the country. Permanent displays are maintained in the firm's own show rooms at Lenoir and in Chicago and High Point. Business of the firm has been particular-



Oval book drum table of Honduras mahogany, with swivel mahogany sides and front, made by Hammary Manufacturing Corp., Lenoir.



Galvin Furniture Co. plant near Lenoir. (Galvin Stables, riding horses, with riding ring, promenade grounds located below plant site).

ly satisfactory during the past two years and especially on the recent markets. Distribution is on a very strict quota and allotment basis.

GALVIN FURNITURE CO.

Galvin Furniture Co., Inc., originally organized in 1922 by R. C. Robbins as the Star Furniture Co., located near Lenoir, was reorganized and incorporated in 1935 with J. B. Galvin as president and general manager; Mrs. J. B. Galvin, vice-president and treasurer; Miss Joan Houston, second vice-president, and J. B. Houston, Jr., secretary. Mr. Galvin was president of the Caldwell Furniture Co. at Lenoir for seven years before organizing his own company.

Galvin Furniture Co. has developed annual sales to around $2,000,000. The plant contains approximately 300,000 square feet of floor space and employs about 235 workers with an annual payroll in the neighborhood of $400,000.

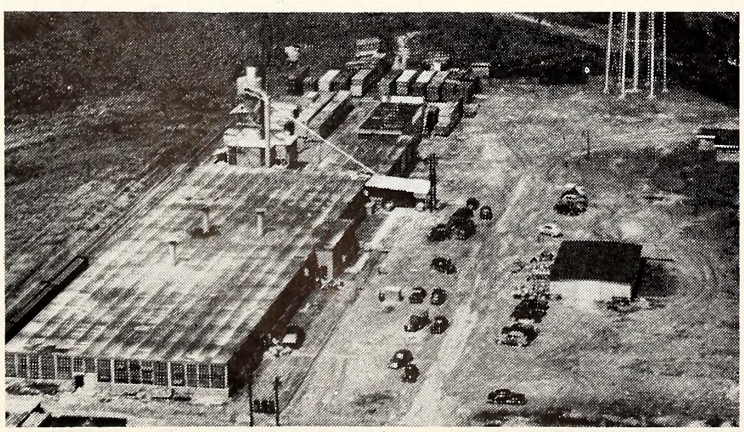
This firm produces bedroom furniture only, largely in Modern and Early American styles in the medium priced range. Products are sold all over the United States and in parts of Canada, 30 salesmen covering the area. Permanent displays are maintained in Chicago and New York and in the factory's own show rooms.

As an interesting sideline, Mr. Galvin operates the Galvin Stables of fine riding horses.

BLOWING ROCK FURNITURE CO.

Blowing Rock Furniture Co., Lenoir, was organized and incorporated in 1934 as a selling organization for the Blowing Rock Chair Co., Lenoir, and the Sherrill Furniture Co., Statesville. Officers are R. B. Triplett, president, D. M. Bower and Flake Sherrill, Statesville, vice-presidents, and W. Clyde Suddreth.

The Blowing Rock Chair Co., Inc., Lenoir, was incorporated in 1945 with D. M. Bower as president, R. B. Triplett, vice-president, and R. H. Stevens, secretary-treasurer. This plant is one of the most modern and up-to-date furniture factories in the country, constructed entirely of steel, concrete and glass and equipped with entirely modern conveyor system. It contains about 70,000 square feet of floor space. The plant manufactures modern dining room furniture.



Air view of plant of Blowing Rock Chair Co., near Lenoir.

The authorized capital stock is $1,000,000. Annual sales reach approximately $2,500,000. The firm employs 180 workers and has an annual payroll of around $500,000. Blowing Rock Chair Co. sells its products through the Blowing Rock Furniture Co. over the entire United States, employing 30 salesmen to cover this area. Permanent displays are maintained in New York, Chicago, High Point, and in the plant's own show rooms.

HIBRITEN CHAIR CO.

Hibriten Chair Co., Inc., Lenoir, was organized in 1930 by R. C. Robbins as individual owner. Since that time two of his sons have joined him, Orin R. Robbins in 1935 and George C. Robbins in the early 1940s. In 1946 the firm was incorporated with R. C. Robbins as president and general manager, G. C. Robbins as vice-president, and Orin R. Robbins secretary and treasurer. These officers form the Board of Directors.

Hibriten Chair Co., named for the nearby Hibriten Mountain, has a paid in capital of $151,000, the plant has an annual output of approximately $1,500,000, has a floor space of about 90,000 square feet and employs about 200 workers with an annual payroll of around $500,000.

This firm produces high grade living room, dining room and bedroom chairs which are sold throughout the entire United States. Representatives of the firm cover this entire area. Show space is maintained permanently in Chicago, High Point, and in the plant's own show rooms.

Mr. Robbins had developed several furniture plants in and around Lenoir. In 1922 he organized the Star Furniture Co., which is now the Galvin Furniture Co. In 1924 he organized the Hibriten Furniture Co. along with his brother, Dr. C. L. Robbins, who now operates this firm. Also, he organized the Jennings Furniture Co. with associates, now the Hibriten plant.

KINCAID FURNITURE CO.

Kincaid Furniture Co., at Hudson, a few miles south of Lenoir, is probably the only furniture plant in North Carolina which is devoted exclusively to the manufacture of cedar furniture and only a few other plants in the State produce any cedar furniture. The firm was organized and incorporated in August, 1946, with authorized capital stock of $100,000. The firm is a family industry with George Kincaid, father, as president; J. Wade Kincaid, son, vice-president and general manager, and Mrs. Ruth K. Robbins, daughter, secretary-treasurer.

Kincaid Furniture Co. produces nothing except cedar wardrobes and cedar chests. It is said to produce the largest line of cedar wardrobes of any plant in the United States and has the capacity to manufacture from 800 to 1000 units a week. The plant is entirely modern in machinery and equipment and operates on a production line basis. The plant has approximately 40,000 square feet of floor space, em-

ploys 85 workers with an annual payroll of around $210,000. Annual sales range around $1,000,000.

Kincaid sells its products over the entire eastern half of the United States and has about 15 salesmen covering this area.

HIBRITEN FURNITURE CO.

Hibriten Furniture Co., Lenoir, was organized in 1924 by Dr. C. L. Robbins and his brother, R. C. Robbins. Later R. C. Robbins organized and now operates the Hibriten Chair Co. Dr. Robbins is president, treasurer and general manager of the furniture firm with O. R. Robbins as vice-president (inactive) and H. B. Jennings, secretary.

Note: Further information not supplied.

SOUTHEASTERN CABINET CO.

Southeastern Cabinet Co., Inc., located on Highway #821, eight miles south of Lenoir, was operated for several years as the Period Furniture Co., but was taken over by the RFC. In 1950 the Southeastern was organized and incorporated, purchasing the plant to manufacture wooden television cabinets. The authorized capital stock is $200,000. The officers are J. J. Hennessy, president; M. P. Hendrix, secretary, and M. R. Wasman, Miami, Fla., the principal organizer, treasurer.



Plant of Kincaid Furniture Co., Hudson, near Lenoir. One of few cedar wardrobe and cedar chest makers in State.

The new firm manufactures wooden television cabinets entirely of wood and according to specifications, selling its products to Motorola, Du Mont, Emerson, Olympic, CBS, Tele King and other television manufacturers. Both solid and veneer cabinets are produced, usually with poplar as the core and with mahogany, fir, poplar and gum veneers.

The plant contains 70,000 square feet of floor space and when in full operation, employs as many as 200 workers with an approximate payroll of $500,000 annually. Annual sales reach as high as $2,000,000.

OTHER CALDWELL FIRMS

Lenoir Cabinet Works, Wilkesboro Rd., Lenoir
Smith, D. A., Chair Co., Lenoir.
Johnston Furn. Mfg. Co., Mill St., Granite Falls.

Hickory-Newton-Conover Important Furniture Producers

Hickory, even from the days it was known as Hickory Tavern, was making furniture out of the abundant hardwood in the area. With the advent of the Western North Carolina Railroad passing through the then small town, emphasis was given to making and shipping furniture to other areas.

Furniture manufacturing in Catawba County has developed until Catawba now stands fourth among the North Carolina counties in the number of workers engaged in producing furniture. Hickory has enlarged and expanded its furniture industry and several other smaller communities in the county are large furniture producers. Among these are Conover, Newton, Claremont and Maiden.

Employment Security Commission records show that Catawba County has 48 furniture plants which are covered by the Employment Security Law—that is, they have eight or more employees each. Of these about 20 plants have 50 or more employees. Catawba, therefore, has more furniture plants than any other county in the State except Guilford. Average monthly employment in the 48 Catawba County plants in 1950 was 3,817, which means that probably 4,500 workers are employed either full or part time in Catawba plants. The payroll for 1950 was $9,084,096.

SOUTHERN DESK CO.

Southern Desk Co., Hickory, was organized as a partnership in 1908 by George F. Ivey and John Hice. In 1913 Mr. Ivey bought out his partner's interest and continued operation as individual owner until 1948. He and members of his family continue to own controlling stock in the organization.

Southern Desk Co. was incorporated in 1948 and has an authorized capital of $1,112,000 with surplus of around $600,000.00. Annual production runs around $5,000,000. The firm employs approximately 480 workers with an annual payroll close to $1,500,000. Officers of the Southern Desk Co. are George F. Ivey, president and general manager; Mrs. George F. Ivey, vice-president; Leon S. Ivey, their son, treasurer; and A. N. Spencer, secretary.

During its period of operation 17 additions have been made to the plant, the last one recently finished being a building 16 x 120 feet. The plant includes seven acres under cover in two, three, and four story buildings.

Southern Desk Co., manufactures public seating and institutional furniture which includes seating for schools, churches and theaters, also chairs and tables, church pulpits, cabinets, storage cases, display cases, combination tables, study tables and chairs and other types of furniture for public and institutional buildings. Sales are made direct to schools, churches and theaters. The firm produces furnishings for an average of nine churches a week and recently completed an order for all of the furnishings for the new Baptist church in Greensboro.

Products of this firm are distributed throughout the United States, but principal sales are made in the Southeastern states in which area the 13 full time salesmen operate largely. Permanent displays



Huge plant of the Southern Desk Co. with seven acres of floor space in Hickory.

are maintained in the plant's own show rooms.

This is one of the oldest, largest and most successful of the furniture plants in North Carolina.

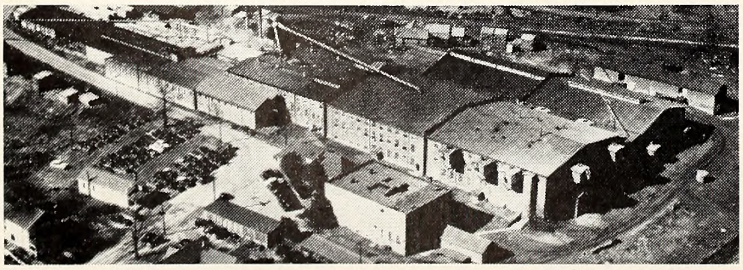
HICKORY CHAIR CO.

Hickory Chair Co., Hickory, was first established as the Surry Chair Co. at Elkin soon after the turn of the century by George Bailey. In 1911 Mr. Bailey moved his business to Hickory and reorganized as a local stock company under the name, Hickory Chair Manufacturing Co. Mr. Bailey continued to operate the business until 1944 when he retired. During this period, 1911 to 1944, K. C. Menzies served as president.

In 1931 the Hickory Chair Manufacturing Co. was merged with the Hickory Furniture Company and the Martin Furniture Company continuing under the name, Hickory Chair Manufacturing Co. In 1944 this firm split into two new firms, this division becoming the Hickory Chair Company with an authorized capitalization of $300,000; the other section became the Hickory Manufacturing Company. W. B. Shuford served as president from 1944 until 1950.

E. M. Fennell, who had been with the firm since 1930 and formerly had served as executive vice-president and general manager, succeeded Mr. Shuford as president and general manager. Other present officers are Ralph L. Bowman, vice-president and plant manager; R. Walker Geitner, secretary, and A. H. Burgess, treasurer. These officers, with B. R. Merrick of Charlotte, compose the Board of Directors. Mrs. Jessie L. Shelby is assistant treasurer.

Approximately half of the Hickory Chair Co. production is in dining room and desk chairs and the other half in upholstered living room furniture. The entire plant has been modernized and in 1951 a new building was added containing 22,500 square feet. This gives the entire plant floor space of approximately 160,000 square feet. The firm employs 335 workers and has an annual payroll of more than $800,000.



Air view of the home of the Hickory Chair Co., Hickory. (New building added since picture was taken.)

Products of the Hickory Chair Co. are sold throughout the United States with a sales force of twenty covering the area.

Permanent show space is maintained in Chicago and in High Point and in the plant's own show rooms.

HICKORY MANUFACTURING CO.

Hickory Manufacturing Co., Hickory, was formed in 1944 as the result of a split in the Hickory Chair Manufacturing Co. Part of the older firm was sold and was incorporated under the new name with an authorized capital of $200,000.

Walker Lyerly was elected president, A. Alex Shuford, Jr., vice-president, and C. T. Bost, treasurer and general manager. When Mr. Lyerly died in 1947, Mr. Shuford was elected president.

The Hickory Manufacturing Co. produces bedroom and dining room furniture in the medium priced range, all period furniture, including Georgian, Early Colonial, and Hepplewhite. All is from African mahogany, both solid and veneer with southern hardwoods as the cores of some of the products. Annual production is around $2,500,000. The Hickory Manufacturing Co. plant and equipment are entirely modern and the plant is frequently referred to as a "Model of Cleanliness". Around 300 workers are employed in the plant and the annual payroll is about three-fourths of a million dollars. This is one of the few furniture plants in the State which operates on a profit-sharing plan for all employees and pays all of the premiums on a group life and hospitalization insurance plan for all of the workers. Approximately 250,000 square feet of floor space is provided.

Annual production of the Hickory Manufacturing Co. is around $2,500,000 and the products are distributed throughout the United States, a sales force of 20 covering this area. Permanent display space is

maintained at Chicago and in the plant's own show rooms.

HY-LAN FURNITURE CO.

Hy-Lan Furniture Co., Inc., Hickory, started the business in 1922 as the Yeager Manufacturing Co. The industry was purchased in 1933 by Walker Lyerly, Sr., and incorporated as Hy-Lan Furniture Co., the name coming from Highland, in which section the plant is located. Mr. Lyerly operated the business as president until his death in 1947. The son, Walker Lyerly, Jr., who was treasurer of the firm, died in June, 1951.

Mrs. Walker Lyerly, Sr., succeeded her husband as president of the firm. Other officers are Mrs. C. T. Bost and Mrs. Walker Lyerly, Jr., vice-presidents, John L. Lyerly, treasurer, and Mrs. James Aderholdt, secretary. C. C. Bost, Jr., is general manager of the plant. These officers compose the Board of Directors.

When Hy-Lan Furniture Co. was started as such in 1933, it employed only 56 workers. Now 350 workers are employed and the annual payroll is about $765,000. In its first year the firm produced only $300,000 in sales, a figure that has increased 10-fold in the 18 years of operation to around $3,000,000 a year. The plant, entirely modern with a complete conveyor system, contains about 195,000 square feet of floor space.

Until recently this firm produced only 18th Century dining room furniture. Now production of Modern dining room furniture is being expanded as conditions permit. This furniture is sold in every State in the nation, 20 salesmen covering the entire country. Permanent show rooms are maintained in Chicago, New York, and High Point and in the plant's own show rooms. Samples are also sent for the annual display in Boston.

Hy-Lan Furniture Co. provides a $500 life insurance policy for all of its 350 employees.

CENTURY FURNITURE CO.

Century Furniture Co., Hickory, was organized and incorporated in 1948 by Harley F. Shuford, principal owner. The building, one of the most modern furniture plants in the entire nation, was completed and production started toward the end of that year. The plant is all on one floor with a complete conveyor system and all of the most modern equipment. Because of the type of structure and other improvements, this plant earns the lowest possible insurance rate.

Associated with Mr. Shuford, president, are the following officers: E. L. Woodard and L. S. Walworth, vice-presidents; S. M. Hemphill, treasurer; and Young M. Smith, secretary. These officers, with A. T. Cashion, Hickory, form the Board of Directors. Phifer M. Smith is production manager. The firm has authorized capital of $1,500,000.

Century produces modern and traditional living room, dining room, and bedroom furniture in three clasifications. Sales amounting to approximately $4,000,000 a year in volume are made throughout the entire United States, the firm's sales staff covering the entire area.

Permanent show spaces are maintained in High Point, Chicago, San Francisco, Kansas City, and Jamestown, New York, in the Hickory Community Center and in the firm's own show rooms.

About two years ago Century Furniture Co. purchased the Longview Furniture Co., also located in Hickory, completely remodeled and enlarged this plant, tripling its production. This unit does upholstering for the Century plant which handles case goods production and upholstering. W. T. Council, Jr., is superintendent of the Longview plant. Officers of both corporations are the same.

Combined floor space in the Century and Longview plants is approximately 150,000 square feet. Combined employment is between 400 and 500 workers and the annual payroll is approximately $800,000.

WESTERN CAROLINA FURNITURE CO.

Western Carolina Furniture Co., Hickory, was organized in 1943 by Charles A. White and four other partners and was reorganized and incorporated in March, 1950, with an authorized capital stock of $200,000. Officers are Charles White, president; R. O. Dees, Jr., treasurer, and Claude T. Davis, vice-president, these men forming the board of directors, and Mrs. Louise Mosteller, secretary.

This firm has reached annual production of approximately $750,000, utilizing 17,000 square feet of floor space in its operations. It employs 65 workers with an annual payroll of around $150,000. The firm manufactures upholstered furniture including sofas, occasional and lounge chairs, and love seats of Traditional and 18th Century styles, produced from gum and beech woods primarily. Products are distributed over 40 states and a sales force of 11 representatives cover this area. Permanent show places are maintained in Chicago and High Point.

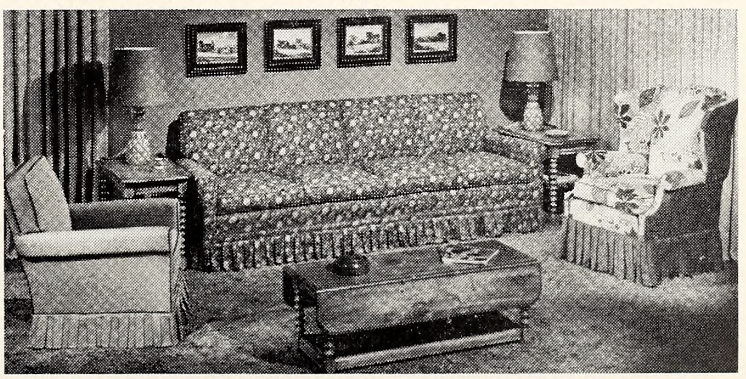
JONES CHAIRS, INC.

Jones Chairs, Inc., Hickory, was organized in 1946 by John L. Jones as individual owner. In 1951 the firm was incorporated with John L. Jones, president; Mrs. Virgie E. Jones, wife, vice-president; Mrs. Lucille B. Andrew, secretary, and Terry V. Crouch, treasurer and general manager. These officers, with Emmett Willis, form the board of directors.

Jones Chairs has an authorized capital of $500,000 and annual sales approximate that figure. About 25,000 square feet of floor space is utilized.

This firm produces highly styled occasional chairs of many types. Sales cover the entire United States and parts of Mexico and 25 salesmen cover the area. Products are displayed in the Hickory Market.

Jones Chairs operates on employer-employee participation basis through an annual Christmas bonus plan, and life insurance and hospitalization plans are provided for all employees, also financed by employer-employee participation.



Upholstered living room set, chair, sofa and wing chair, made by Western Carolina Furniture Co., Hickory.

MAXWELL ROYAL CHAIR CO.

Maxwell Royal Chair Co., Inc., Hickory, was organized and incorporated in 1945 by D. D. Grainger, Joe A. Moretz and B. E. Correll with an authorized capital stock of $100,000. Later the Correll interest was purchased by another local businessman.



"Rockaway" chair, platform rocker without look, made by Maxwell-Royal Chair Co., Hickory.

Maxwell Royal officers include O. Leonard Moretz, President; D. D. Grainger, vice-president, and Joe A. Moretz, secretary-treasurer and general manager. These officers, with Thomas P. Pruitt, form the Board of Directors. In the six years of its operation annual sales have grown to approximately $600,000.

The firm produces upholstered furniture in popular priced lines, largely club chairs, "Royal Rest" and platform rockers, producing both the frame and the upholstery. One of the recent and popular types in both modern and colonial design is the "Rock-a-Way" in seven models which is a platform rocker, but without the platform rocker look.

Maxwell Royal covers the East and Middle West with its products, 20 salesmen covering this territory. Frequent shipments are made to far distant places. The plant contains about 25,000 square feet and about 75 workers are employed, the annual payroll running around $160,000. Permanent display spaces are kept in Chicago and High Point and in the mid-season shows in the Hickory Community Center.

P & G CHAIR CO.

P & G Chair Co., Inc., Hickory, was organized and incorporated July 1, 1950, by N. A. Pearson, Charlotte, and M. W. Garrett, Hickory, the name coming from the initials of the two principal owners. Mr. Pearson is president and sales manager, Mr. Garrett, secretary-treasurer and general manager, and R. L. McCraven is vice-president. These officers are the directors of the company.

The P & G Chair Co. has an authorized capital of $100,000. Annual production during the first year amounted to about $600,000. The firm has approximately 20,000 square feet of floor space, employs 72 workers and has an annual payroll of approximately $180,000.

Principal products are platform rockers and sofa beds in the modern priced field. Practically all sales are in North Carolina and three surrounding states. Three salesmen cover this territory. The firm operates its own fleet of three delivery trucks.

The P & G Chair Co. is affiliated with the Queen City Mattress and Upholstering Co., Charlotte, which is owned entirely by Mr. Pearson.

SHERRILL UPHOLSTERING CO.

Sherrill Upholstering Co., Inc., Hickory, was organized in 1944 as Sherrill & Kaylor and the next year O. T. Sherrill purchased the interest of his partner. Four years later, in 1948, the firm was reorganized and incorporated with T. F. Cummings as president and Eugene Cloninger as vice-president, both inactive, and Mr. Sherrill as secretary-treasurer and general manager.

The firm has an authorized capital of $100,000 and annual sales reach about one-half million dollars a year. Payroll for its 60 workers ranges around $100,000 annually. The firm produces upholstered living room furniture from modern to high priced, including Lawson sofas, Duncan Phyfe Club chairs, and several types of leather and fabric coverings.

Last year the firm added a new building, giving 1200 additional square feet of floor space, total floor space now amounting to 16,000 square feet. Sales are made direct to large department stores in approximately 25 states, seven salesmen covering this area.

COX MANUFACTURING CO.

Cox Manufacturing Co., Hickory, was established in the 1932-35 period by William Cox, individual owner and operator. Sales amount to approximately $380,000 a year. Mr. Cox employs 50 to 60 workers with an annual payroll of around $95,000.

Principal products are boudoir chairs, platform rockers and chaise longues which are sold all over the United States, primarily to large department stores. Twelve salesmen cover the area. Permanent display spaces are maintained in Chicago.

CONOVER

CONOVER FURNITURE CO.

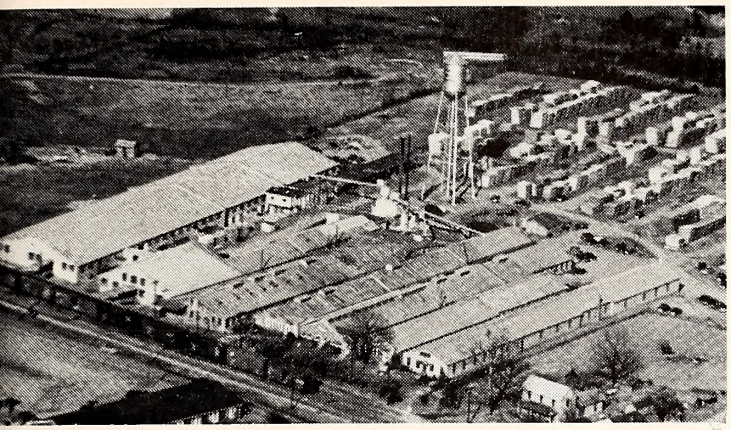
Conover Furniture Co., Conover, now a unit of the large Broyhill Furniture Factories with headquarters at Lenoir, was owned and operated in the early 1900s by C. R. Brady and later by his son-in-law, Mr. Barker. In 1941 it was purchased by the Broyhill interests and has since been replaced and enlarged by a modern building and modern equipment.

The firm was incorporated with an authorized capital of $500,000. E. C. McCall is president; J. E. Broyhill, secretary and treasurer; C. E. Beach, director and production manager, and C. A. Holden, director and purchasing agent. The plant manufactures dining room furniture, for which chairs are produced by another Broyhill plant, Lenoir Chair Company No. 1 at Lenoir; desks, kneehole desks, in the low priced field, and chairs. Approximately 180,000 square feet of floor space are utilized in the plant.

The Broyhill sales force of 67 men sell the products of this plant along with those of the other five furniture plants in the organization. Around 320 workers are employed. C. W. Canrobert is superintendent of the Conover Furniture Plant. A. F. Clark is general superintendent of the three plants operated in the Conover-Newton area, including the Lenoir Chair Company No. 2 at Newton and the United Veneer Company at Conover, which produces face veneer of walnut, oak, mahogany and korina for other Broyhill furniture plants. Howard Whisnant is superintendent of the veneer plant.

SOUTHERN FURNITURE CO.

The Southern Furniture Co. was organized in 1925 by O. W. Bolick, Sr., as individual owner, starting in a small plant 60 x 150 feet and with eight employees. Business of this firm has increased 35-fold since its earlier years. Mr. Bolick has been joined by two of his sons, O. W. Bolick, Jr., and Norman Bolick, and a third son, Jerome Bolick, expects to join the firm when he finishes college.



Large plant and part of lumber yard of Southern Furniture Co., Conover.

Southern Furniture Co. now employs 275 workers with an annual payroll of about $625,000. Floor space is approximately 160,000 square feet.

The firm manufactures upholstered chairs and sofas and boudoir chairs, all produced from solid oak, ash, gum and birch. This large and prosperous company ships its products into all of the 48 states, probably 90% of its business being done direct with many large department stores. The firm has permanent furniture display space in Chicago and also in its own show rooms in the plant.

CONOVER

CONOVER CHAIR CO.

Conover Chair Co., Conover, was organized in 1927 by A. L. Bolick as individual owner under the firm name of Conover Mattress Co. Later the firm became the Conover Upholstering Co., and in 1940 the name was changed to the present Conover Chair Co. In 1946, due to the condition of Mr. Bolick's health, Charles C. C. Bost, who became Mr. Bolick's son-in-law, took over the business and has since operated it as owner and general manager. W. P. Bost is assistant general manager and designs all of the chairs produced. James J. Martin is sales manager for the firm.

Conover Chair Co. employs about 60 workers and has an annual payroll in excess of $100,000. The firm specializes in occasional chairs in the moderate priced bracket, selling direct to many of the leading department stores throughout the entire country, except on the west coast. This territory is covered by 18 salesmen. The plant occupies about 40,000 square feet of floor space and between 15,000 and 20,000 units are produced each year. The firm maintains permanent display space in New York and also shows its products in Chicago.

NEWTON

LENOIR CHAIR CO. NO. 2

Lenoir Chair Company No. 2, Newton, now a unit of the extensive Broyhill Furniture Factories with headquarters at Lenoir, was organized and constructed around 1924 and operated for a decade as the Newton Furniture Co. by J. E. Yount.

The Broyhill interests purchased the plant in 1934 and has rebuilt the plant and modernized the equipment since that time. J. E. Broyhill is president and treasurer, E. C. McCall is secretary and H. E. Scruggs is plant superintendent. A. F. Clark is general superintendent of the three Broyhill plants in the Newton-Conover area, including the United Veneer Co.

This firm produces bedroom furniture which is sold throughout the United States by the large Broyhill sales force. The plant occupies about 132,000 square feet of floor space and employs around 245 workers.

OTHER CATAWBA FIRMS

Hickory

Brown Manufacturing Co. of The Carolinas, Inc.
Carolina Industries, Inc., Highway 70 East
Comfort Chair Co., Inc., 1245 3rd St., N. E.
Conner Furniture Co., Inc.
Custom Craft Furniture, Inc.
Fulbright Cabinet Co., 1922 First Ave., N. W.
Hickory Bench Co., Inc., Springs St.
Hickory Cabinet & Furniture Co., Inc., Conover Rd.
Hickory-Fry Furniture Co., Hgw. 70-A
Hickory Furniture Shop, Inc., Longview
Hickory Tavern Furn., Inc., Highland Ave.
Hickory Upholstering Co., Inc., Hgw. 70
Keith Mfg. Co., S. 12th St.
Messick Mfg. Co., Inc., Valdese Hgw., Route 4
North Hickory Furn. Co., 509 11th St., N. W.
Puritan Furniture Mfg. Co., Hgw. 70-A
Suggs & Hardin Upholstering Co., Inc., 911 10th Ave., N. E.
Terry Crouch Furn. Shops, Inc., Longview, 7 Center St.

Newton—Conover—Maiden

Bolin Mfg. Co., Inc., West C St. Ext.
Newton Mfg. Co., Inc., North College Ave.
Bolst Parts, Conover
Catawba Upholstering Co., Claremont
Maiden Upholstering Co., Maiden
Pendleton's, 408 W. Finger St., Maiden
Superior Chair Co., Inc., Maiden

NEWTON

HAUPT MANUFACTURING CO.

The Haupt Manufacturing Co., Newton, was organized in 1946 by Ed Haupt as individual owner, and for a few years was engaged primarily in the production of plastic furniture for hotels and odd chairs. In 1950 the firm was incorporated and shifted to the manufacture of high grade upholstered living room furniture, including sofas and chairs.

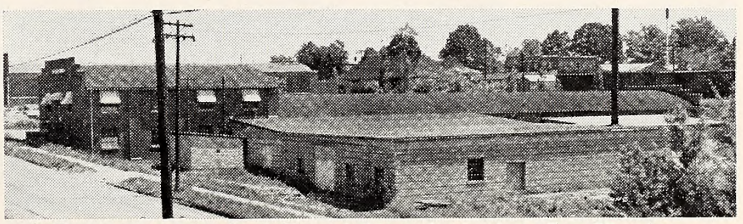
When reorganized in 1950, the authorized capital stock was $100,000. Officers include Ed Haupt, president; Mrs. Ed Haupt, vice-president; J. D. Barnes, secretary and treasurer, and C. M. Sherrill is plant superintendent. The plant equipment and supplies are valued at around $200,000 and annual production reaches about $750,000.

The Haupt plant employs around 75 workers with an annual payroll of approximately $150,000. The plant contains about 35,000 square feet of floor space. Twelve salesmen represent the firm, distributing the products in about 45 of the 48 states. The firm maintains permanent show space in New York and in its own show rooms in the plant.

CLAREMONT

SCALES FURNITURE CO.

Scales Furniture Co., Claremont, was organized and incorporated in 1946 by Matthew Scales, A. O. Hollar and M. G. Kindle. In the next year H. H.



Furniture plant of Haupt Manufacturing Co., Newton.

Hollar, brother of A. O. Hollar, purchased the Scales interest, and in 1949, M. S. Kiesler, who owned and operated an upholstering plant, joined the corporation, making his plant one of the units.

Officers of the company are M. G. Kindle, president, M. S. Kiesler, vice-president, and H. H. Hollar, secretary and treasurer, with A. O. Hollar as an additional director. The firm has an authorized capital of $100,000 and embraces 25,000 square feet of floor space with its three units, one of which makes springs, another upholstering furniture, and the third handling both processes.

Scales Furniture Co. produces upholstered living room furniture entirely, its annual production of around 40,000 units, bringing it approximately $1,000,000 a year. About 90 workers are employed, the annual payroll ranging around $200,000 a year. Its force of 12 salesmen cover a large part of the country. Permanent show rooms are maintained in Chicago and New York and also in the plant.

Morganton-Drexel Boast of High Quality Furniture Plants

Morganton's furniture industry has developed primarily during the last half century, although small cabinet shops and a few small factories were in operation before the turn of the century. Small plants at Morganton and Drexel, eight miles away, were started soon after the turn of the century and have developed into some of the State's largest and most important furniture firms.

Drexel Furniture Co., with plants at Drexel and Morganton, as well as at Marion, has expanded into what is probably the largest furniture manufacturing firm in the State. Morganton Furniture Co. is the oldest of the plants in Morganton. The Henredon Furniture Industries, organized only five years ago, has developed a remarkable reputation for fine furniture.

Employment Security Commission figures show only six firms operating in Burke County, one of them embracing three or four plants. Average monthly employment in these covered plants—those with eight or more employees—in 1950 was 2,409, which may mean that fully 3,000 people were employed in furniture plants either full or part time. The annual payroll of the furniture plants in Burke County in 1950 was $6,084,265.

DREXEL FURNITURE CO.

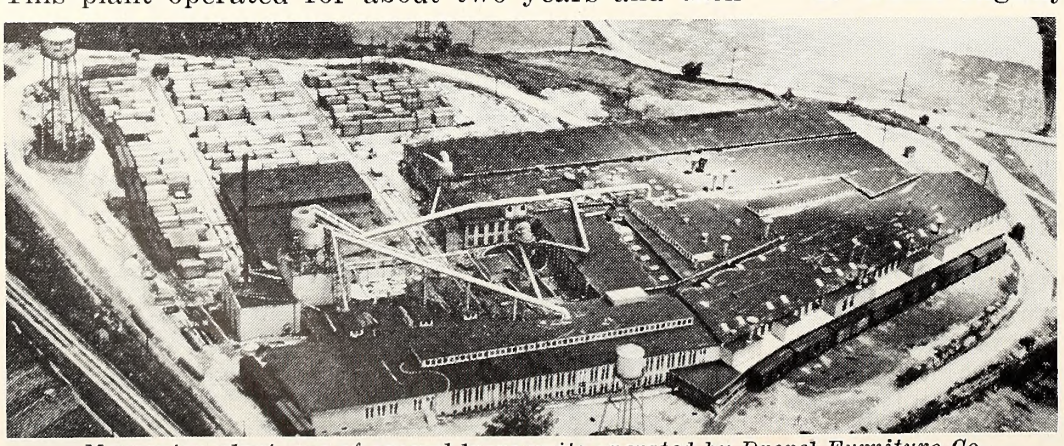
Drexel Furniture Co., now recognized as the "World's Largest Manufacturer of Quality Bedroom and Dining Room Furniture", with several plants at Drexel, Morganton and Marion, had its beginning 48 years ago at what was then little more than a pasture crossing of the railroad near the postoffice of Drexel, a small station on the Western North Carolina Railroad. The Drexel Furniture Co. was organized in 1903 by Samuel Huffman, father of the present president, and two small frame buildings connected by a tramway comprised the original plant. This plant operated for about two years and then burned down. Within two weeks work was started to replace the factory and part of this plant still stands.

The first secretary, treasurer, and general manager of Drexel Furniture Co. was J. S. Abernethy, who, after two years of service, resigned. He was succeeded by Frank O. Huffman, eldest son of Samuel Huffman, who served as secretary, treasurer, and general manager until 1932 when he was elected president and general manager and served as such until his death in 1935. Samuel Huffman served as first president of Drexel until 1906 when he relinquished his office and became vice-president, serving as such until his death in 1922.

Others serving as president of the corporation were A. M. Kistler, serving from 1906 until his death in 1931, and Sterling R. Collett who succeeded A. M. Kistler and served until his death in 1932. Neither Samuel Huffman, A. M. Kistler, or Sterling R. Collett were ever actively engaged in the management of the company. When Frank O. Huffman died in 1935 Robert O. Huffman, youngest son of the founder became president, which office he now holds.

Other present officers in addition to President R. O. Huffman are A. L. Harwood, Jr., vice-president; Burton R. Tuxford, vice-president and sales manager; Virginia S. Moore, secretary; Robert L. Connelly, treasurer; L. D. T. Cox, assistant treasurer, and G. Maurice Hill, manager of production. Directors include R. O. Huffman, A. L. Harwood, Jr., Burton R. Tuxford, Virginia S. Moore, Robert L. Connelly, G. Maurice Hill and Leon M. Little.

Drexel Furniture Co., with its modest beginning has developed through the years until it has become the largest furniture manufacturing plant in North Carolina and one of the larger industries of the nation, with an authorized capital stock of $10,000,000 of which slightly more than 55% is outstanding. Drexel had capital assets in 1951 of approximately $10,654,000 excluding its Table Rock Furniture Co., a separate corporation which was purchased in January, 1951. Annual sales during 1951 exceeded $18,300,000 and earned a net profit of more than $1,871,000 for its more than 1,250 stockholders, also exclusive of the Table Rock Furniture Co. operations. Drexel owns approximately 160 acres of land of which 26 acres is under roof, giving a combined floor space of a



Morganton plant, one of several large units operated by Drexel Furniture Co.



"Precedent" living room suite of modern silver elm in natural finish by Drexel Furniture Co.

most 1,140,000 square feet. Its greatest growth has occurred during the last 10 years in which it has become one of the acknowledged leaders in its field. During the past five years Drexel's total net sales volume increased from $8,816,000 in 1946 to considerably more than $18,000,000 in 1950.

Drexel now employs 2600 people. Splendid employer-employee relationships are traditional with Drexel due in large part to the concern the officials have felt and exercised in the welfare of the employees, resulting in extremely high employee morale. For a number of years Drexel has provided a year-end bonus, based on the company's earnings and virtually amounts to a profit sharing plan. In 1950 the amount was the largest in the history of the company up to that time. Drexel and its employees share in the costs of a group life insurance program, in effect since 1919, providing $2500 in case of non-occupational accidental death as well as sick benefits, and a hospital insurance plan, in operation since 1938, under Blue Cross provisions.

Since 1945 Drexel has provided paid vacations for all employees, one week for those with one year of continuous service and two weeks for those with five years of service. Annual service award banquets are held each spring and service pins are presented to all employees with two years of service and at five year intervals from five to forty years of service. Gold watches are awarded to all employees with 25 years of service. The Pension Plan was adopted in 1950 allowing all employees with 25 years of continuous service to retire at age 65 on one-half their annual basic pay, including Social Security benefits. The company provides first aid stations, trained nurses and canteens and snack bars in all of the plants. The morale of the employees of the "Drexel family" is traditionally high.

Drexel with its up-to-date plants, latest machinery, modern methods, and skilled craftsmen produces fine furniture on a mass production basis. The average weekly output is about 60 freight cars of furniture or approximately 260 cars each month—equivalent to a train more than three miles long. Drexel Furniture products, sold only to retail furniture and department stores, are distributed over the entire United States, Canada and some foreign countries. Permanent show rooms are maintained in Chicago, High Point, New York, San Francisco and in the firm's plant at Drexel. Payrolls of the three principal plants at Drexel, Morganton and Marion are larger than those of any other industry located in those communities.

The Drexel line of furniture from its various plants consists of from 10 to 12 groups with from 20 to 90 pieces of bedroom, dining room and living room in each of the groups. Bedroom and dining room suites are also manufactured. These groups or suites are produced in 18th Century, Early American, French Provincial, Casual Modern and Modern. Specific individual pieces consist of dressers, chests, vanities, dressing tables, night tables, beds, bedroom chairs, kneehole desks, occasional tables, buffets, various china cabinets, dining room tables, serving tables, dining room chairs and living room chairs and sofas. Principal woods used in Drexel furniture are beech, gumwood, chestnut, poplar, elm, pine and maple, some of which are purchased locally. Mahogany and other woods of its nature are purchased from Brazil, Honduras, Mexico, Africa and Philippines.

The general offices of the corporation are located at Drexel, about eight miles west of Morganton, the name of the town and of the industry coming from the prominent Drexel family in Philadelphia, members of which aided in building the Western North Carolina Railroad on which the town of Drexel developed. The main office employs approximately 125 persons and in addition 25 sales representatives cover the area of distribution of the company's products. Manufacturing plants are located at Drexel, Morganton and Marion, including the Table Rock Furniture Co. at Morganton, purchased in January, 1951. Drexel also has a plant at Kingstree, South Carolina, which supplies the other plants with rotary cut veneers used extensively for drawer bottoms and cross paneling and other basic wood requirements. (See Drexel—Marion).

Drexel at Drexel

The Drexel plant is the oldest of the plants operated by the Drexel Furniture Co. and is located around the point where the original factory was built in 1903. It consists of several brick buildings with only small portion of the wooden buildings built fol-



Traditional mahogany dining room suite made by Drexel.

lowing the fire in 1905. The wooden building is to be replaced with larger and more modern brick structures when building conditions improve.

The Drexel plant contains approximately 226,000 square feet of floor space and employs around 415 workers. That plant manufactures bedroom furniture exclusively, usually of 18th Century or French Provincial design.

Drexel in Morganton

In Morganton the Drexel Furniture Co. operates three distinct plants under the same roof. These three plants contain floor space of 347,000 square feet and employ approximately 870 persons. These plants are referred to as Plant No. 3, Plant No. 5 and the Sample Plant.

The Morganton Dining Room Plant or Plant No. 3 is one of the largest of the Drexel organizations and at this plant the company's highest priced line of mahogany dining room furniture is produced. This plant produces the remarkably successful Travis Court dining room group.

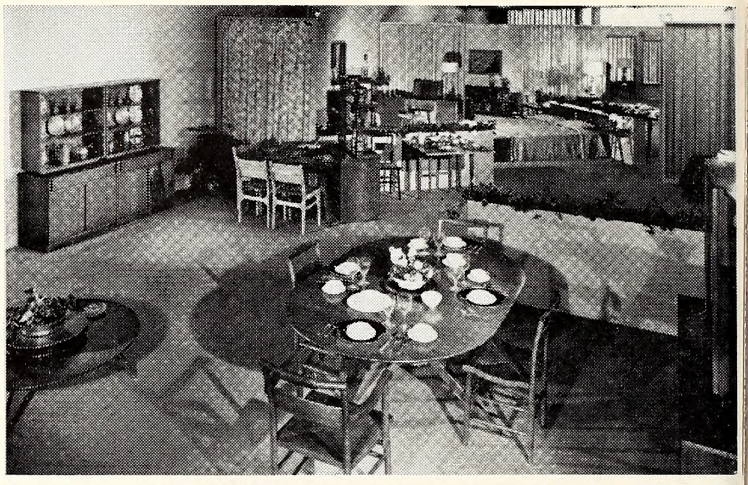
Morganton Chair Co., Plant No. 5, manufactures all of the chairs and benches to go with the furniture produced in the other plants. It is regarded as one of the most modern and up-to-date plants in the entire country and was one of the first to install a change conveyor system in its Finishing Department.

The Sample Plant of Drexel is relatively small but is fully equipped with all machinery necessary to produce all samples required by the other plants. In conjunction with the Sample Plant the company operates a modern machine shop which makes cutters, knives, jigs, templates and other machinery used by the other plants in the production of furniture pieces after they have been worked out from the designer's drawings by the Sample Department.

Table Rock Furniture Co., Morganton, is the most recent addition to the extensive Drexel organization, having been purchased in January, 1951. Table Rock is wholly owned by Drexel but is operated as a separate corporation. It is located just one block from and in sight of Drexel's other Morganton plant. This plant contains more than 122,000 square feet of floor space and employs approximately 290 workers.

HENREDON FURNITURE INDUSTRIES

Henredon Furniture Industries, Inc., Morganton, using the "Heritage-Henredon" trade-mark, started in 1947 as an unusual furniture plant. It was a dream of long standing come true—an ideal that became an actuality. A new modern factory was planned for the manufacture of really high grade

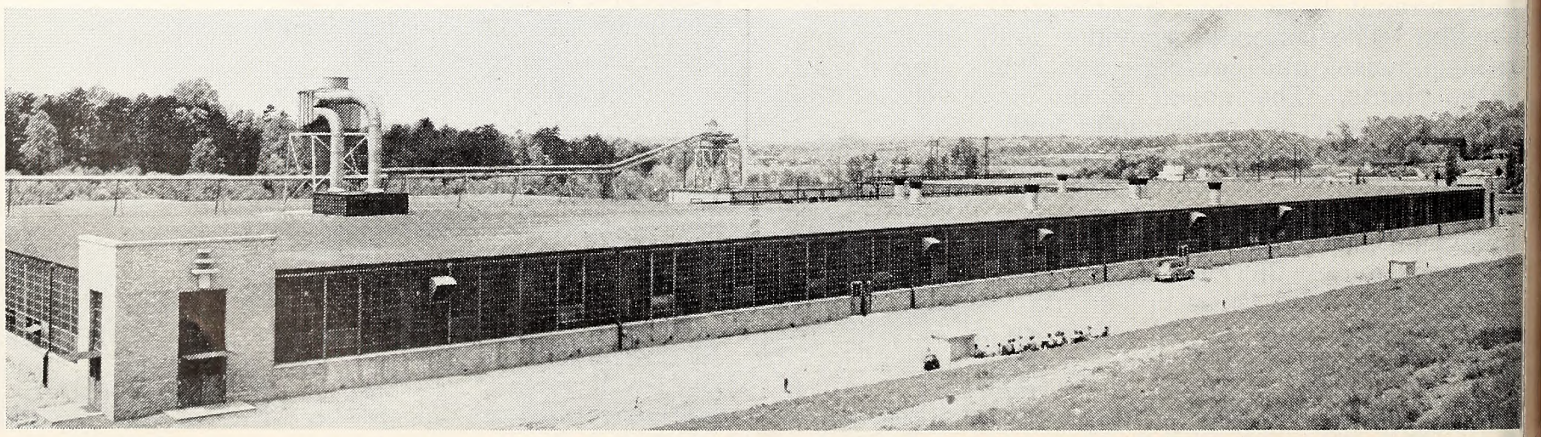


Novel groupings of dining room, bedroom furniture with other units of the Heritage-Henredon lines, made by Henredon Furniture Industries, Morganton.

furniture in streamline production. Three men with plenty of know-how initiated an enterprise, selected a rural site near Morganton, landscaped the area and transferred their vision of a large plant to this site. After careful study the plant, covering about 150,000 square feet, all on one floor and under one roof, was constructed as laid out in a "U" shape. At one end are the saws and machinery. At the other end is the packing room and loading platform. Between these are the various processes of machining, veneering, sanding, assembling and finishing and rubbing.

The founders and present officers are Henry Wilson, president and treasurer; Ralph Edwards, vice-president and sales manager; Donnell VanNoppen, vice-president; Sterling Collett, vice-president and assistant treasurer, and C. W. Hoyle, secretary. The name HENREDON was coined by taking HEN from Henry Wilson's name, RE, Ralph Edwards' initials, and DON from Donnell VanNoppen. This combination is intriguing to buyers and others who had known Henry, Ralph and Don for many years prior to the erection of the new factory.

Henredon Furniture Industries was incorporated in 1945. A little more than a year was necessary for grading, building and equipping the plant. In April 1947, the first few pieces of manufactured furniture were shipped. Today, about five years later, annual production and sales amount to several million dollars. Approximately 300 workers are employed. This plant started operations on the "high end" rather than progressing from modest origins and from cheaper products into better quality furniture. The organization prides itself on using the best material



Modern new one-floor building on beautiful rural landscaped site, Henredon Furniture Industries, Morganton.

and the finest workmen in the area. Recognition of the best quality products is given by purchasing agencies throughout the country.

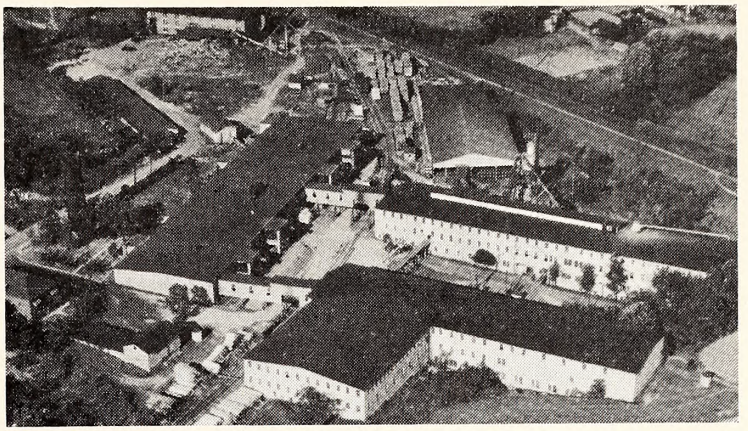
"Heritage-Henredon" products are known and handled by many of the finest stores in the country. These products have been largely 18th Century and adaptations of all pieces with the flavor of Chippendale, Sheraton, Hepplewhite and Duncan Phyfe. More recently, with the increasing popularity of modern styles, the Henredon line has become more diversified and now includes a group of casual modern in cherry veneers. The plant is equipped with the most modern and efficient machinery. Economy of production is possible not only because of the modern machinery but also because of the layout and planning requiring less handling and moving of the materials in processes from one operation to another.

Henredon Furniture Industries and Heritage Furniture, Inc., High Point, employ the same salesmen. Products of the two firms are merchandised as Heritage-Henredon fine furniture, a name that is becoming more popular as time passes.

MORGANTON FURNITURE CO.

Morganton Furniture Co., Morganton, organized in 1904, is said to be the oldest manufacturing plant at Morganton and is frequently referred to locally as "Old Shop". The plant was founded by J. Hall and a partner and was operated as such until 1914. Then it was purchased by A. C. Chaffe and O. W. Slain, who also operated the plant as a partnership until Mr. Slain died in 1931. The firm was then incorporated under the old name with A. C. Chaffe as president and general manager, H. L. Shuey as vice-president and sales manager and W. H. Hall, a brother of the founder, as secretary and treasurer.

In 1941 most of the stock was sold and Mr. Chaffe retired, becoming chairman of the Board. Mr. Shuey was elected president and general manager; Fred Slain, brother of one of the earlier partners, became vice-president and W. H. Hall was continued as secretary and treasurer. These are the present officers.



Plant of Morganton Furniture Co., expanded from the oldest manufacturing plant in Morganton.

The Morganton Furniture Co. manufactures a quality line of traditional mahogany bedroom and dining room furniture, nationally known and advertised. Its products are sold in every State in the Union and in Canada and Mexico. Twenty salesmen cover the nation with this firm's lines. Recently the plant has brought out open stock groups of bedroom and dining room furniture made of all cherry and cherry veneer. These groups are advertised nationally as "Cherry Ranch", styled especially for ranch type homes and casual living. (See front page for "Cherry Ranch" dining room suite.)

In the past 20 years annual production has increased from half a million dollars to well over four million dollars. The plant, with 185,000 square feet of floor space, is modern and is equipped with modern machinery. It employs approximately 600 people with an annual payroll well in excess of $1,000,000. Permanent displays of its products are maintained in Chicago and High Point and in the factory's own show rooms.

Asheboro, Nearby Towns Large Furniture Manufacturers

Asheboro has been a furniture manufacturing center since around the turn of the century. One of the earlier plants was the Randolph Chair Co., started by C. C. Cranford, who also later operated the Cranford Chair Co. His son, E. D. Cranford, was also a furniture manufacturer operating the Clarence Chair Co.

Records of the Employment Security Commission show that 13 firms were engaged in furniture manufacturing in Randolph County in 1950. These firms had average monthly employment of 1,437 and the annual payroll for 1950 was $2,638,803. Nine of these plants were at Asheboro, three were at Liberty and one was at Ramseur.

Articles on three firms at Liberty are included under Siler City-Liberty head.

LUCAS NATIONAL, INC.

Lucas National, Inc., Asheboro, formerly National Chair Mfg. Corp., and earlier National Chair Co., was started in 1908 as the Randolph Chair Co. by C. C. Cranford and engaged in chair manufacturing. Mr. Cranford, an important figure in Asheboro's furniture and textile industry, also organized the Cranford Chair Co. in 1923, selling this industry to the Regal Chair Co. in 1946. He was also interested in the Piedmont Chair Co. which was leased in 1939 to W. C. Lucas, who had managed National Chair Co., Inc., for Mr. Cranford since 1933. Prior to that his son, E. D. Cranford, had operated this business as the Clarence Chair Co., which was organized under the name National Chair Co., Inc., in 1933.

W. C. Lucas, who had grown up in the furniture business, thus began to acquire by lease and purchase what has developed into one of the important furniture organizations in the State. He now operates what is known as Plant No. 1 on South Fayetteville Street and Plant No. 2 on Academy St., both in Asheboro.

In 1945 Mr. Lucas built a large furniture plant, known as the Lucas plant, on South Fayetteville Street, and moved into this new plant from the Cranford plant. This plant has been operated for the past two or three years under lease to Imperial of Asheboro, Inc., manufacturing high quality bedroom suites. Late in 1951 Mr. Lucas sold this building to the General Electric Co., which planned to open early in the new year and begin the manufacture of electric blankets.

Lucas National continues to operate plants No. 1 and 2 with plans for greatly enlarging and modernizing Plant No. 1 by moving machinery and equipment from the plant recently sold into Plant No. 1.

Officers of Lucas National, Inc., include W. C. Lucas, president and general manager; A. P. Cox, vice-president; Mrs. Pearlie M. Lucas, wife of the president, secretary and treasurer, and Mrs. Kathleen Shaw, assistant secretary. These organizations combined, have authorized capital stock of more than one-half million dollars and capital assets in excess of one-half million dollars.

Lucas National Plant No. 1 manufactures living room, dining room and kitchen furniture and television tables and plans soon to begin the manufacture of bedroom furniture. In Plant No. 2 the same types of furniture are manufactured, in addition to bedroom furniture, office desks and television tables and cabinets. The firm employs between 200 and 300 workers in both plants with an annual payroll ranging around $750,000. When the movement of the equipment from the plant sold to General Electric is completed and installed in Plant No. 1, employment will be given to probably 100 or more additional workers early in 1952.

Lucas National products are sold throughout the United States, largely by contract, and a large force of salesmen cover the entire country. Permanent displays are maintained in Chicago, New York, High Point and in the firm's own show rooms in Plant No. 1.

Previously Mr. Lucas and his organization operated a plant at Coleridge for about five years. This plant is now idle. Previously plants for chair manufacturing, veneer manufacturing and a square plant were operated for about 10 years at Society Hill, S. C., but these plants were sold about two years ago.

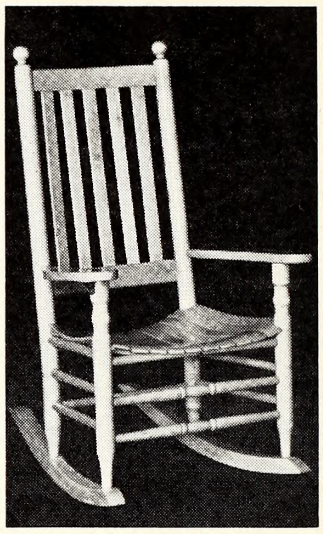
P & P CHAIR CO.

P & P Chair Co., Asheboro, was organized and incorporated in 1926 with a paid-in capital stock of $25,000 with A. E. Presnell and W. C. Page as the principal stockholders, from whose initials the firm takes its name. In 1940 Mr. Page purchased the stock owned by Mr. Presnell.

Present officers of the firm are W. J. Armfield, Jr., president; J. H. Crutchfield, vice-president; and Walter C. Page, secretary and treasurer and general manager. His son, W. C. Page, Jr., has joined him and is assuming increased responsibilities in the operation of the plant as assistant secretary and treasurer.

P & P Chair Co. produces solid oak chairs from woods secured in Piedmont North Carolina, round post cane seat chairs and rockers and sag seat chairs, ranging from adult to kindergarten sizes. The plant, with about 40,000 square feet of floor space, is modern and new equipment has been added as needed. From 50 to 60 workers are employed and the annual payroll ranges around $65,000.

P & P Chair Co. products are distributed throughout the United States, principally in the South, and 10 salesmen cover the area. Permanent displays are maintained in High Point and in the plant's own show rooms.



Sag seat rocker by P & P Chair Co., Asheboro.

RAMSEUR FURNITURE CO.

Ramseur Furniture Co., Inc., was started in 1905 by a group of Ramseur citizens with E. C. Watkins as manager and secretary-treasurer o fthe firm until his death in 1931. T. Ashley Dent was the first president, serving until 1927 when he was succeeded by Henry H. Simmen of New York, who continued as president until the firm was purchased and reorganized in 1946.

With the purchase of the firm, largely by New York interests, in 1946, Ralph Deutsch of New York became president and Herbert Wallack became vice-president. These New York officials organized the Ramseur Furniture Co. of New York and operate it as the sales organization for the Ramseur Furniture Co. At the time of reorganization, C. E. Brady, who operates the Brady Furniture Co. at Rural Hall, became treasurer and E. B. Leonard, Jr., Ramseur, became secretary and assistant manager. T. L. Lingerfelt came to the Ramseur plant in 1949 as general manager. These constitute the officers and principal executives of the firm. (Mr. Lingerfelt was elected president recently).

The Ramseur plant and equipment has a valuation of around three-fourths of a million dollars and contains about 110,000 square feet of floor space. Annual sales range around $1,250,000 and the plant employs about 200 workers with an annual payroll of around $340,000.

Ramseur Furniture Co. manufactures bedroom furniture exclusively, including beds, dressers, chests, vanities, night stands, benches and chairs. Probably three-fourths of the firm's products are made of plywood, consisting primarily of native poplar, Appalachian oak and some pine. Distribution is over the entire United States, about 25 salesmen covering the area and making sales to department and furniture stores. The products are displayed in permanent show rooms in New York, Chicago and High Point and in the plant's own show rooms.

Other North Carolina firms in which Paramount Furniture Industries have interests are Brady Furniture Co., Rural Hall; Alliene Furniture Corp., Troy, and Lovelace Johnston Furniture Corp., Wendell.

OTHER RANDOLPH PLANTS

Craven, F. M., Chair Co., N. Park St., Asheboro.
Dreamland Mattress Co., 515 Fayetteville St., Asheboro.
Wright Furniture & Cabinet Works, Rt. 1, Asheboro.
Marley, A. C., Chair Plant, Staley.

Siler City-Liberty Lead in School Furniture Production

Siler City and Liberty, located less than a dozen miles apart and within a few miles of the determined geographical center of the State of North Carolina, claim the distinction of manufacturing more school furniture than any other section in the State, with one exception, and the same statement is said to apply just as forcibly to the entire Southeastern States. Production in this classification includes school

chairs, desks and tables, including items from kindergarten to adult sizes. Office chairs and other furniture items also are produced.

Moreover, the Siler City-Liberty products are not confined to these items. Parlor pieces, dinette suites, as well as chairs, tables and other items for hospitals, nurses' homes and other group users are produced. Distribution of many of the items is nation-wide and advertising is on a national basis. Displays are maintained in leading regular and special display markets in leading centers.

In the Siler City group are High Point Bending and Chair Co. and Williams & Brower, Inc., while the Liberty group includes Gregson Manufacturing Co., Liberty Chair Co., Inc., and Stout Chair Co., Inc.

HIGH POINT BENDING & CHAIR CO.

High Point Bending & Chair Co., Siler City, was started in 1901 by M. J. Boling, engaged in bending chair parts for other chair manufacturers. About three years later the firm started manufacturing chairs itself and was said to have been the first bentwood chair manufacturing firm in the South. In its earlier days the firm was owned in part by High Point interests and the office of the firm was located in High Point. Its incorporators in later years were M. J. Boling and J. Wade Siler of Siler City and S. H. Tomlinson of High Point. Mr. Boling was president and general manager of the firm until his death and was succeeded by C. B. Thomas as president.

F. J. Boling, son of the founder and former president, was elected president in 1931 and later also became general manager, positions he still holds. J. K. Boling is vice-president; K. G. Clapp is treasurer, and H. E. Stout is secretary. All officers are active in the firm. These officers and Mrs. R. F. Paschal compose the Board of Directors.

The High Point Bending & Chair Co. employs around 250 workers. In 1949 it purchased a plant at Azalea, N. C., which produces the dimension stock for the chairs. This plant employs about 25 workers. Products are distributed throughout the United States and about 15 salesmen call on dealers throughout the nation.

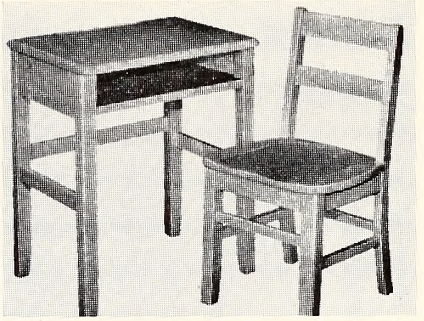
High Point Bending & Chair Co. manufactures chairs exclusively for business, homes, schools, orphanages and other institutions. All of its products are solid hardwoods, largely of oak and pecan. Permanent displays are maintained in High Point and in the plant's own show rooms, for the convenience of dealers.

WILLIAMS & BROWER

Williams & Brower, Inc., Siler City, was organized in 1920 by R. A. Williams and C. L. Brower as a partnership and was engaged in producing bent furniture stock for other furniture manufacturers. In 1928 it started production of household furniture in its own name. In the beginning, the plant had only 6,000 square feet of floor space and was employing only 45 workers in 1930 when the firm was reorganized and incorporated.

Prior to the incorporation and reorganization in 1930, Mr. Williams bought out the interest of Mr. Brower and became president and treasurer of the firm. In 1942 Mr. Williams died and Mrs. Williams became president of the corporation. She and her two sons, Russell A. Williams, vice-president, and R. V. Williams, secretary-treasurer, are the directors and principal stockholders.

After various increases in capacity during the years, the firm now has 100,000 square feet of floor space and employs 165 workers with an annual payroll of approximately $250,000.00. The firm produces around 1200 pieces daily.



Modern desk and chair produced by Williams & Brower, Inc., Siler City.

Production includes desks and chair units including kindergarten and adult size chairs, tablet armed chairs, cafeteria and library tables and kindergarten pocket tables. All products are of hardwood lumber, principally beech.

Williams & Brower sells its products practically all over the United States through local distributors, and the bulk of it is delivered by the firm's fleet of four trailer-trucks. Williams & Brower belongs to the Southern Furniture Manufacturers Association and to the National School Service Institute in Chicago and displays its products at this institute's annual shows in December. It also maintains permanent displays in its own show rooms.

OTHER CHATHAM PLANTS

Chatham Novelties Co., Sanford Hgw., Siler City.
Sears Cedar Chest Co., Rt. 2, Siler City.

GREGSON MANUFACTURING CO.

Gregson Manufacturing Co., Liberty, was organized in 1925 by B. G. Gregson and was incorporated as B. G. Gregson, Inc. The firm with only five employees started out in a small plant located near the present site of the company and manufactured picker sticks for the textile industry. After two or three years, the plant began making chairs and also added tables, expanding until it was making a fairly complete line of office and school chairs and tables.

In 1938 the business was taken over by three children of the organizer and became a partnership owned by J. D. Gregson, J. G. Gregson and Mrs. Anna Lee Baldwin and the name was changed to the present name. School furniture is produced in the original plant and office furniture is manufactured in a new unit built in 1946 to take care of the increasing production of the firm.

Gregson produces furniture now to the extent of approximately $1,500,000 valuation a year. Around 200 workers are employed and the annual payroll is around $330,000. Floor space is approximately 110,000 square feet, a recent addition containing about 1400 square feet.

Office and school chairs and tables manufactured include lines of Chippendale chairs with a large volume of Modern pieces. Sales cover the entire country, 14 salesmen working the area. Office furniture is distributed through retailers and distributors handle the school furniture. Permanent displays are maintained in Chicago, New York and Los Angeles.

LIBERTY CHAIR CO.

Liberty Chair Co., Inc., Liberty, was organized in 1910 by J. A. Martin and associates as the Liberty Picker Stick and Novelty Co. and was engaged in manufacturing supplies for the cotton mill industry. In 1916 the firm shifted to chair manufacturing and



Hardwood desk chair made by Liberty Chair Co., Liberty.

changed its name to Liberty Chair Co. From the beginning Mr. Martin has been general manager and secretary and treasurer of the firm. In the earlier days C. R. Curtis was president and W. P. White, a salesman, was vice-president.

Present officers of Liberty Chair Co. are J. G. Coward, president and superintendent, M. E. Johnson, vice-president (inactive), J. A. Martin, secretary-treasurer and general manager. Two of Mr. Martin's sons are taking over important position in the organization, including D. W. Martin, assistant secretary-treasurer, and K. A. Martin, cost and production manager. The officers and H. P. Coward, shipping superintendent, form the Board of Directors.

Since Liberty shifted to chair making in 1916, it has also extended its activities to include novelties and dinettes. Its products include bedroom, dining room and school chairs, odd chairs and stools. Principal woods used are tupelo, gum and oak.

Liberty's outstanding capital stock is $111,000 and annual sales are in the neighborhood of $1,000,000. The plant embraces about 40,000 square feet and 150 workers are employed with an annual payroll of around $300,000.

Sales of Liberty products cover the entire United States, 22 salesmen working the area. Permanent show places are maintained in New York, Chicago and High Point.

STOUT CHAIR CO.

Stout Chair Co., Liberty, started as B. G. Gregson, Inc., was bought by a group of individuals and incorporated in 1939 as the Stout Chair Co. Officers are F. J. Boling, president, J. K. Boling, vice-president, K. G. Clapp, treasurer, and H. E. Stout, secretary.

The Stout Chair Co. manufactures chairs for offices, homes, schools and institutions and sells its products throughout the United States direct to distributors. Its products are made of hardwoods, largely oak. The firm employs more than 100 workers. Its products are displayed in its own show rooms for dealers who come to the factory.

Statesville Extensive Furniture Producer for 50 Years

Furniture, after a period as a home shop and cabinet shop activity, had its beginning as an industry around the turn of the century. The first furniture plant evidently was operated by the Statesville Furniture Co., formed by a group of local citizens headed by J. T. Shelton. This firm made bedroom furniture, but was burned in 1903. Also in 1903 the Imperial Furniture Co. was formed by another group of local citizens headed by C. E. Keiger. This plant is now owned by Thonet Industries, Inc. and is operated as North Carolina Furniture, Inc. Following these, among the early furniture and woodworking plants, were Kincaid Furniture Co. which burned in 1927 on the present site of the Statesville Plywood and Veneer Co.; the Kennedy Plywood Co.; the Statesville Safe & Table Co., later Diamond Hill Furniture Co. and now the Statesville Chair Co.; the Stimpson Veneer Co.; the Carolina Parlor Furniture Co., and the Sherrill Furniture Co.

The furniture industry has grown in Statesville to the extent that it almost equals the textile industry. Furniture and its allied industries employ 1800 or more workers and has an annual payroll approaching $4,000,000. Practically all types of wooden furniture are produced. The Employment Security Commission records have furniture alone show that 19 plants were in operation in Iredell County in 1950, all but one of them in Statesville, with average monthly employment of 1344 and total payrolls of $2,994,663 in 1950.

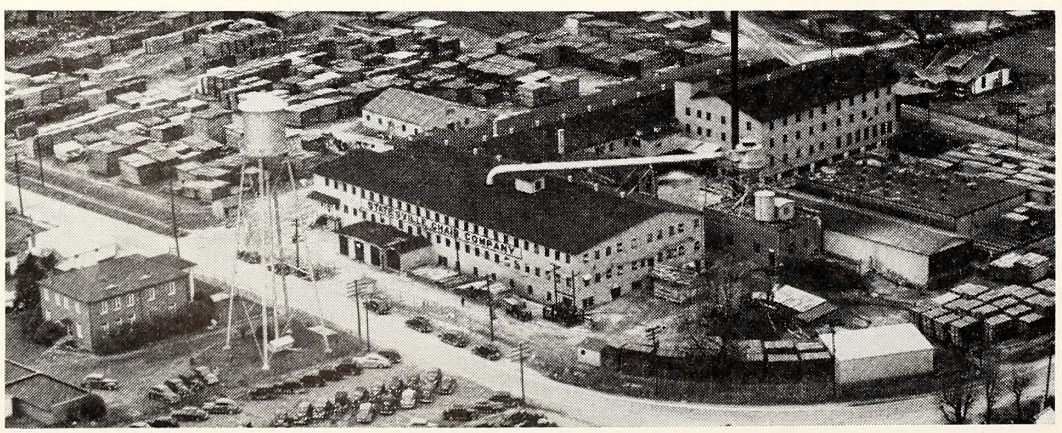
Among the pioneers in the industries were J. T. Shelton, P. K. Kennedy, Clarence Stimpson, W. A. Thomas, C. E. Keiger, A. E. Welborn, J. C. Steele, L. C. Wagner, W. D. Turner, Lee Kincaid and Tom McElwee.

STATESVILLE CHAIR CO.

Statesville Chair Co., Statesville, was organized and incorporated in 1919 with T. Garland Shelton as principal organizer for the purpose of making chairs to be sold primarily to the two furniture plants then operating at Statesville to go with their furniture suites. Mr. Shelton served as secretary and treasurer and general manager until 1940 when as mayor of Statesville, he died while presiding over exercises in which James A. Farley, Postmaster General, was dedicating Statesville's new Post Office.

When the Statesville Chair Co. was first organized it was capitalized at $60,000 and employed probably 30 workers in the early days.

Most of the officers of the Statesville Chair Co., except Mr. Shelton, were inactive. The first president was T. N. McElwee who was succeeded following his death by his brother, Dr. Ross S. McElwee, who served until his death in 1948. John A. Scott then became president, serving



Air view of the modern plant of the Statesville Chair Co.



Louis V design chair made by Statesville Chair Co., Statesville.

until his death in 1950. Nathan O. McElwee, son of Dr. McElwee, was then elected president, still holding that position.

When Mr. Shelton died in 1940, G. P. Scott, who had started with the firm soon after its organization in 1921, became secretary and treasurer, positions he still holds. Other present officers include Henry R. Long, first vice-president and plant superintendent; John S. Raynal, second vice-president; H. C. Brett, third vice-president; Julian S. White, assistant secretary, and Miss Sadie Alexander, assistant treasurer.

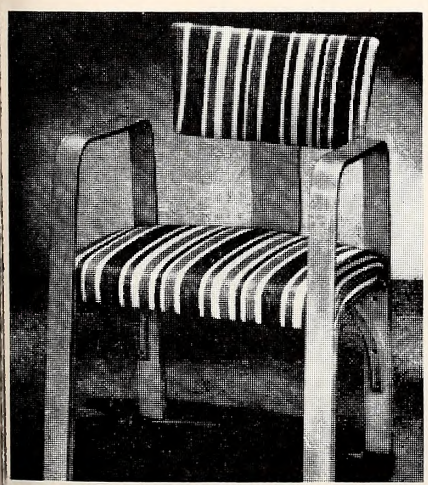
Present authorized capital of the Statesville Chair Co. is $1,000,000, approximately one-half of which is outstanding. Annual sales amount to approximately $2,500,000. The firm has about 150,000 square feet of floor space, employs approximately 300 workers with an annual payroll of around $500,000.

Spreading out from its original operations in producing chairs for other furniture manufacturers, Statesville Chair Co. now produces chairs for bedroom, dining room and living room, including straight chairs, rocking chairs and platform rockers. Most of the chairs produced are Eighteenth Century designs, although Modern and Provincial types are also produced. Materials used are genuine and Philippine mahogany, gum and oak, both in solid woods and plywoods.

Statesville Chair Co. sells its products over the entire United States, 25 salesmen covering this area. Permanent displays are maintained in New York, Chicago, High Point, and in its own show rooms in the plant.

NORTH CAROLINA FURNITURE, INC.

North Carolina Furniture, Inc., Statesville, a subsidiary of Thonet Industries, Inc., 1 Park Avenue, New York, was established around 1940. When this firm purchased the local plant, formerly operated as the Imperial Furniture Co., it moved out most of the old machinery and equipped the plant with the most modern furniture manufacturing machinery.



Modern bent-ply chair made by North Carolina Furniture, Inc., Statesville, subsidiary of Thonet Industries, Inc.

The parent organization, Thonet Industries, Inc., established as a furniture manufacturing organization in 1830, handles the entire production of the Statesville unit as Thonet products. Additional plants are operated in this country at Sheboygan, Wis., and York, Penna. Sales offices are maintained in New York, Chicago and Statesville. Leopold Pilzer, New York, president of the Statesville corporation, is also president of Thonet Industries, Inc., New York. Bruno R. Weill, Mr. Pilzer's stepson, of Statesville and York, Penna., is vice-president; E. B. Halward is secretary and general manager of the Statesville plant; R. Delt is treasurer and production manager and Miss Elizabeth Holshouser is assistant treasurer.

North Carolina Furniture has annual sales of $1,500,000 or more, all to and through Thonet Industries and under the Thonet trademark. The Statesville plant has approximately 150,000 square feet of floor space, including 25,000 square feet added in a building completed about a year ago. It employs around 250 workers and has an annual payroll of approximately $600,000.

Thonet products, manufactured by the Statesville firm, include bentwood chairs for hotels, restaurants and institutions, such as schools, hospitals and libraries. All chairs are of modern type, produced from bentwood or electronic moulded plywood. Principal woods used are soft elm, soft maple, hard maple and birch. Due to bent features, the manufacturers claim that the chairs are both stronger and lighter.

SHERRILL FURNITURE CO.

Sherrill Furniture Co., Statesville, was organized in 1936 as a partnership by Flake Sherrill and W. Clyde Suddreth. The firm was incorporated in 1947 with an authorized capital stock of $100,000. At that time it became affiliated with the Blowing Rock Chair Co. in Lenoir and both firms sell their products through the Blowing Rock Furniture Co., Lenoir. Officers are Flake Sherrill, president, W. Clyde Suddreth, vice-president, and Joe M. Sherrill, secretary-treasurer.



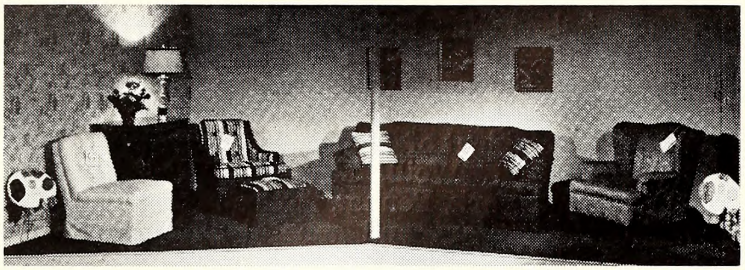
Mahogany breakfront with gold carving used as china cabinet or living room piece, by Sherrill Furniture Co., Statesville.

The Sherrill Furniture Co. manufactures Traditional dining room furniture of cherry, mahogany, and pine and of veneer and plywood. Its products are sold throughout the nation and 30 salesmen, these also selling Blowing Rock Chair products, cover the entire United States. Permanent show spaces are maintained in New York, Chicago, High Point and in the Blowing Rock Furniture Co. plant at Lenoir.

This firm has capital stock of $50,000 and annual production reaches approximately $1,100,000. The annual payroll for the 150 employees is approximately $330,000.

CAROLINA PARLOR FURNITURE CO.

Carolina Parlor Furniture Co., Statesville, was organized and incorporated in 1909 by L. S. Gilliam



Living room suite of Gilliam furniture made by Carolina Parlor Furniture Co., Statesville.

and associates, with an authorized capital of $200,000. The plant was small, starting with 12 employees, and in the first year produced and shipped parlor furniture valued at $50,000. In its processes of expansion, this firm has made three moves, each time into larger quarters.

Officers of the firm are L. S. Gilliam, president and general manager; L. S. Gilliam, Jr., assistant general manager; C. E. Keiger, vice-president, and Miss Nancy Gilliam, niece of the president, secretary and treasurer.

Carolina Parlor Furniture Co. now has annual sales ranging from $800,000 to $900,000 of its products under the trade name of Gilliam Distinctive Furniture. The plant now occupies about 66,000 square feet of floor space, employs around 150 workers and has an annual payroll of about $225,000. Products are distributed largely in the southeastern area covering 12 or 15 states and 13 salesmen work this area. Two nearby plants are operated, Plant No. 2 making the frames and Plant No. 1 upholstering and shipping the products.

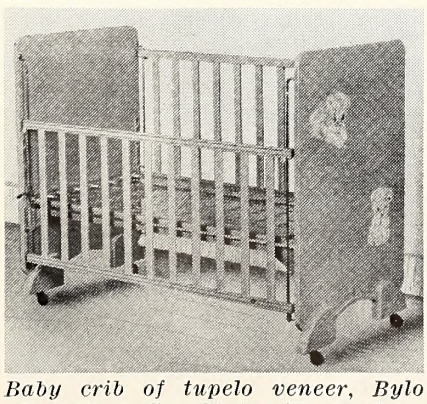
Products are exclusively living room furniture including 18th Century, Early American, French Provincial and Modern lines, including sofas, wing chairs, barrel and occasional chairs, love seats, rockers and sofa beds. The products are from solid woods, including domestic hardwoods and Honduras mahogany.

Carolina Parlor Furniture Co. displays its products in the High Point Mart.

BYLO FURNITURE CO.

Bylo Furniture Co., Statesville, manufacturers of baby furniture, taking its name from Bye-Low, a lullaby or hush tune, was organized in 1925. The plant was purchased by W. H. Allen in 1933, and under his management the company has enjoyed a splendid growth.

Bylo Furniture Co. was incorporated in 1946 with W. H. Allen as president, treasurer and general manager; C. N. Steele, vice-president, and Mrs. W. H. Allen, secretary. The authorized capital stock is $100,000.00.



Baby crib of tupelo veneer, Bylo Furniture Co., Statesville, maker of children's furniture.

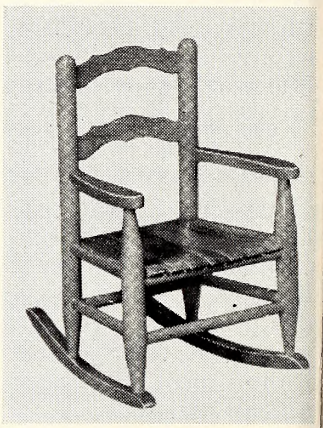
The plant after several enlargements now contains approximately 55,000 square feet of floor space, and is filled with the latest machinery suitable for the manufacture of baby furniture. Annual sales are in the neighborhood of $700,000.00. The firm employs from 80 to 90 workers with an annual payroll of about $135,000.00.

Bylo-Line of juvenile furniture is sold primarily in the Southeastern States, but sales are spreading into the Middle West and East, with particularly large shipments to Puerto Rico. The territory is covered by salesmen calling on the retail furniture trade. The Bylo-Line is widely known and is outstanding in the territory that it covers. The company enjoys the most pleasant relations as to management and workers. It joins its employees in paying premiums on group insurance covering health, accident and hospitalization, and gives vacation with pay in July and December each year.

The Bylo Furniture Co. is recognized as the largest manufacturer of juvenile furniture in the South, producing such items as screen cribs, cribs, youth beds, chests, and other baby furniture. Permanent display is maintained in High Point.

HOME MADE CHAIR CO.

Home Made Chair Co., Statesville, was organized and incorporated in 1935 by Dr. L. O. Gibson and F. J. Murdock. Later the Murdock stock was purchased by Dr. Gibson. The officers consist of Dr. L. O. Gibson, president; Dr. M. W. Gibson, his brother, vice-president (both inactive), and M. B. Brosius, secretary-treasurer and general manager. Guy Allie is foreman of the finishing room.



Sag seat rocker of Mayflower line finished in Bradford maple, by Home Made Chair Co., Statesville.

Home Made Chair Co. utilizes approximately 50,000 square feet of floor space and the average number of employees is around 85. The products are sold over the United States, largely in the North Central states, and in Cuba, Hawaii and Canada. Shipments are made largely to individual stores.

Home Made Chair Co. manufactures dinette drop leaf tables and ladder-back chairs to match and juvenile chairs, rockers and table sets. All are produced from local hardwoods, including beech, birch, poplar and oak, practically all in solid woods.

Displays of the products of this firm are made in the New York Toy Show.

TROUTMAN

TROUTMAN CHAIR CO.

Troutman Chair Co., Troutman, was organized and incorporated March 15, 1924, with H. J. Murdock as president; F. J. Murdock, general manager, and Herman Brown, secretary and treasurer. Later the majority stock in the company was acquired by Herman Brown and his father, L. N. Brown, was elected president and his brother, S. A. Brown, vice-president. Herman Brown continues as secretary and treasurer and became general manager of the firm.

The two units of the plant contain about 30,000 square feet of floor space and the firm employs around 64 workers with an annual payroll ranging around $150,000. The firm distributes its product

over six or eight states in the southeastern area which is covered by three salesmen.

Troutman Chair Co. produces cane seat chairs and porch rockers, all produced from local hardwoods and selling at moderate prices. It maintains a permanent exhibit at High Point.

OTHER STATESVILLE PLANTS

Builtwright Chair Co., Connor St.
Custom Chair Co.
Dixie Seating Co.
Jack & Jill Furniture Co., Armfield St.
Ross Furniture Co., Inc., Shelton Ave.
Shaver, A. L., & Sons, Charlotte Hgw., Rt. 1.
Statesville Upholstering Co., 129 Water St.

Winston-Salem Early and Important Furniture Producer

When the Moravians first settled at Bethabara (Old Town) in the 1750s and began a decade or more later the foundation for Salem, among them was an artisan designated as a cabinet maker. He and his successors made many pieces of furniture, some of which are still in use in the modern city of Winston-Salem. This furniture was made of solid wood and much of it heavy and cumbersome, numerous items surviving after use by many generations.

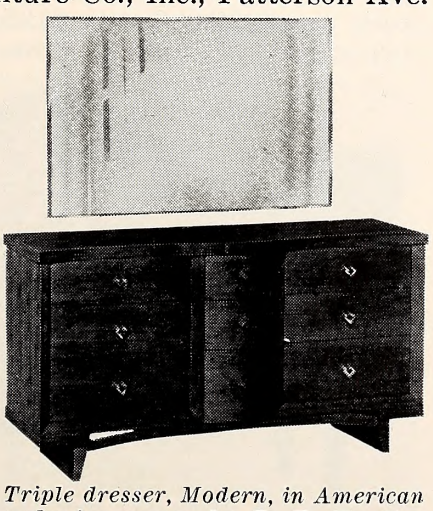
The oldest continuing firm is the J. C. Spach Wagon Works established in 1854 and continuing in the same family under the tradename of Unique Furniture Makers. More than 30 years ago this firm shifted from wagons to furniture and is now one of the modern furniture manufacturers in the State. In 1871 Fogle Bros. Co. was started as a lumber firm. A descendant of one of the Fogle brothers, Fred A. Fogle, and John D. Stockton organized Fogle Furniture Co. who produced hand woven fiber furniture shifting to matched living room furniture in 1928.

In 1898 Oakland Furniture Co. began operation and later was taken over by B. F. Huntley Furniture Co., organized in 1906, and now one of the largest furniture plants in northwestern North Carolina. The Mengel Company, Louisville, Kentucky, established a plant in Winston in 1913 to manufacture wooden tobacco boxes and has added to its products fiber containers, store fixtures, wall cabinets and closets. Furniture plants are also operating at Rural Hall and Kernersville, also in Forsyth County.

In addition to several smaller firms, Forsyth County last year contained 12 furniture plants which were subject to the Employment Security Law, thus employing eight or more workers. Average monthly employment in these plants was 1,056 and the total payroll in 1950 was $2,826,602, Employment Security Commission records reveal.

B. F. HUNTLEY FURNITURE CO.

B. F. Huntley Furniture Co., Inc., Patterson Ave. & East 12th St., Winston-Salem, N. C. is one of the older furniture manufacturing plants in Northwestern North Carolina, having been organized and incorporated as the Oakland Furniture Co. in 1900. The organizers were the members of the retail furniture firm of Huntley - Hill - Stockton Co. with B. F. Huntley as president and general manager; W. P. Hill as vice-president, and M. D. Stockton as secretary-treasurer. Another important stockholder was R. J. Reynolds who had come to know the members of the retail furniture store through his purchases of furniture items offered in exchange for various numbers of tags from the Reynolds Tobacco products. The firm was capitalized at $25,000, each of the founders purchasing around $5,000 in stock.



Triple dresser, Modern, in American walnut veneers, by B. F. Huntley Furniture Co., Winston-Salem.



Chest on chest, French Provincial dresser in cherry veneers, French light walnut finish, made by B. F. Huntley Furniture Co., Winston-Salem.

The first plant occupied the building in North Winston now owned by the Mengel Co. and used as its box plant. Meanwhile the Winston Desk Co., which had failed, was bought in at a receiver's sale by B. F. Huntley and consolidated. Meanwhile the B. F. Huntley Furniture Co. was organized and incorporated and absorbed the earlier Oakland Furniture Co. The authorized capital stock was increased to $125,000.

In 1916 J. S. Lynch joined the firm and became assistant to President B. F. Huntley. Four years later he became a director and vice-president. The business at that time had increased to around $750,000 a year. In 1920 the B. F. Huntley Furniture Co. increased its authorized capital stock to $1,000,000 and bought the Forsyth Furniture Plant, known as Plant No. 2, which burned in 1934. Again in 1923 the authorized capital stock was increased to $2.500,000, with $1,500,000 in common and $1,000,000 in preferred stock. By that time sales had increased to $3,000,000 a year.

J. S. Lynch was elected president of the company in 1925, following the death of Mr. Huntley, and also became general manager of the plant. B. F. Huntley, Jr., was elected vice-president and Mr. Stockton continued as secretary-treasurer. Then in 1929 the B. F. Huntley Furniture Co. was sold to the Simmons Company of New York and became a subsidiary of that company without any change in name and officers. Mr. Lynch continued as president and general manager.

J. S. Lynch and associates in 1935 bought the industry from the Simmons Company, Mr. Lynch continuing as president and general manager. Ralph

M. Stockton, son of one of the founders, became vice-president; Charles L. Creech, Sr., treasurer, and Sam H. Pinkston became secretary. R. J. Reynolds, son of one of the original organizers of the company became a director. The authorized capital stock at present is $1,500,000 common stock.

B. F. Huntley Furniture Company's production has now reached $7,000,000 a year. The plant occupies between seven and eight acres of floor space and between 400 and 500 workers are employed with an annual payroll well over $1,000,000. The present officers of the company are: J. S. Lynch, president; James S. Lynch, Jr., executive vice-president; Ralph M. Stockton, vice-president in charge of manufacturing; E. S. Hutchison, vice-president in charge of sales; S. H. Pinkston, secretary, and H. H. Burroughs, treasurer.

Prior to 1941 this firm manufactured dining room furniture. After that time it confined its production to bedroom furniture exclusively, divided about half and half between 18th Century and Modern. Products are of walnut and mahogany veneers, with solid hardwood bases. The firm operates its own plywood plant.

B. F. Huntley Furniture Co. distributes its product all over the United States and has extensive shipments to Mexico and Cuba. A sales force of 35 men cover the area. Permanent displays are maintained in Chicago, New York and High Point.

UNIQUE FURNITURE MAKERS (J. C. SPACH WAGON WORKS)

Unique Furniture Makers, Stadium Drive, Winston-Salem, is a trade name for J. C. Spach Wagon Works, Inc., which has been in continuous operation in Winston-Salem for almost 100 years. The firm was established by members of the Spach family in 1854 and manufactured Spach wagons for more than 65 years. Spach wagons were famous throughout the Southeastern United States. Production of wagons was continued until around 1920 when the motor truck took its place in the nation's transportation system.

More than 25 years ago the J. C. Spach Wagon Works shifted to the manufacture of kitchen and breakfast room furniture which continued until 1935. About that time the plant of the Winston-Salem Chair Co. was acquired. In this plant the firm continued the production of bedroom furniture. After about two years the firm eliminated bedroom furniture and started producing breakfast room and kitchen, as well as apartment dining room furniture in the recently acquired plant. Following a fire in 1945 extensive additions were made in 1946-47, and in 1948 the J. C. Spach Wagon Works plant was abandoned and all of the firm's activities were consolidated into one large plant.

During World War II the J. C. Spach Wagon Works manufactured aircraft parts for the U. S. Navy and after the War in 1946 changed its lines to open stock groups of dining room and small dining room furniture. In 1948 bedroom pieces were added to the open stock group. Meanwhile kitchen and breakfast room furniture was gradually eliminated. The firm now produces bedroom furniture, including beds, dressers, chests, vanities, chairs and benches and for the dining room, tables, chairs, chinas, buffets, corner cabinets and Welch cupboards. All of the Unique Furniture Makers' products are sold under the name "Unique" and are all of solid woods, principally mahogany, ash and pine.



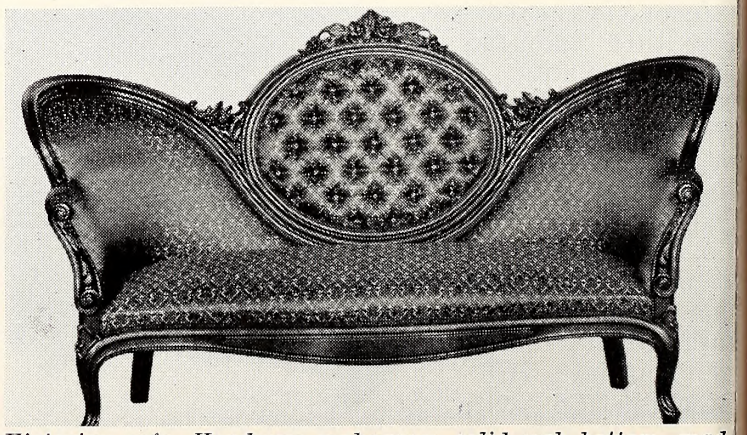
Action picture showing conveyor system in plant of Unique Furniture Makers, Winston-Salem.

The J. C. Spach Wagon Works was incorporated in 1925 with W. M. Spach, son of J. C. Spach, as president; Mrs. Charles L. Creech, Sr., his sister, vice-president; and Charles L. Creech, Sr., secretary and treasurer and general manager. In 1936, following his mother's death, Charles L. Creech, Jr. was made vice-president and in 1944 he was elected president of the firm, the position he still holds, and John S. Creech was elected secretary. This firm has, during all of its years, continued as a family owned organization.

Unique Furniture Makers now occupies 125,000 square feet of floor space in a modern brick building largely on one floor. The firm employs about 225 workers and has an annual payroll in excess of $600,000. Annual sales are in the neighborhood of $2,000,000. Unique Furniture Makers' products are distributed throughout the United States, 35 salesmen covering the Nation. Permanent exhibits are displayed in Chicago, New York and High Point.

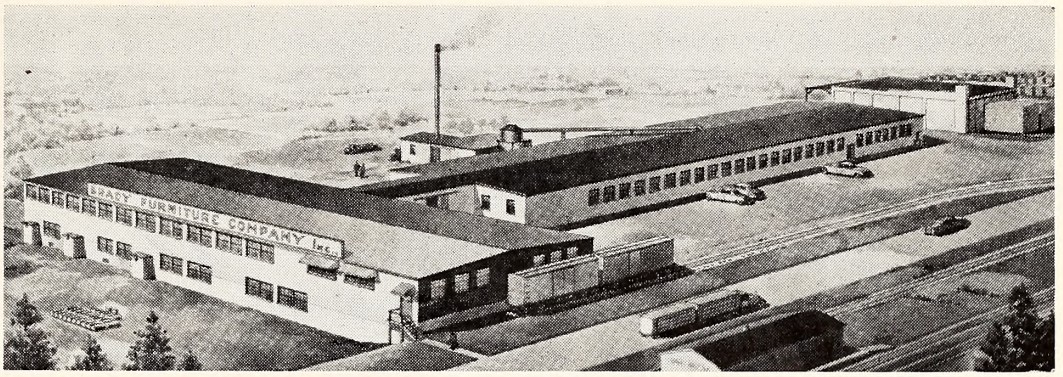
FOGLE FURNITURE CO.

Fogle Furniture Co., Vargrave St., Winston-Salem, was organized in 1922 by Fred A. Fogle and John D. Stockton, starting production January 1, 1923. Original officers were Mr. Fogle, president and general manager, Vance Fulp, vice-president, and Mr. Stockton, secretary and treasurer. The authorized capital stock was $200,000 with $135,000 outstanding. The corporative structure remains the same.



Victorian sofa, Honduras mahogany, solid web bottom, made by Fogle Furniture Co., Winston-Salem.

Mr. Fogle died in 1940 after which Mr. Stockton, majority stockholder, was elected president and treasurer. Mrs. Lena W. Tesh, who had started with the company in 1930, was then elected secretary and around 1948 was elected vice-president as well as secretary. These two officers with Robert M. Hanes, president of the Wachovia Bank and Trust Co., form the Board of Directors.



Nice plant of Brady Furniture Co., Rural Hall, Forsyth County.

Fogle Furniture Co. has expanded through the years until it has approximately 70,000 square feet of floor space and recently completed a new brick and concrete office building containing 4,500 square feet. The plant and equipment has an evaluation of approximately one-half a million dollars, employs 115 workers and has an annual payroll in excess of $250,000.

The firm produces upholstered living room furniture, including Victorian and 18th Century chairs and sofas and Colonial rockers, all exposed parts of which are genuine Honduras mahogany with hardwood frames largely of oak, elm and poplar. Distribution is made throughout the United States, 24 salesmen covering the area. Permanent displays of these products are maintained in Chicago and High Point.

LOHMAN-GRIMES CORP.

Lohman-Grimes Corp., 2100 Glendale Ave., Winston-Salem, was organized in 1946 and was engaged for about five years in the manufacture of church pews and accessories. On January 15, 1951, this plant was purchased by the Cottonsmith Furniture Manufacturing Co., Inc., of Lincolnton, and turned into an auxiliary plant for the manufacture of sewing machine cabinets.

In its first year of operation as a sewing machine cabinet plant Lohman-Grimes has developed until it is approximately the same size as the Lincolnton plant. It also employs about 60 workers with an annual payroll of about $120,000 and has a production capacity of approximately 25,000 cabinets a year with a market value of probably more than $500,000. The principal lumber is core plywood with faces of mahogany, walnut, korina, oak and maple.

Sewing machine cabinets similar to those produced in the Lincolnton plant are distributed through the firm's New York warehouse and distribution center, operating as Modern Sewing Machine Co., throughout the United States and Canada. Permanent displays are maintained in Brooklyn, New York.

The Cottonsmith Furniture Manufacturing Co., Inc., the parent organization, has established general offices at 888 Northwest Boulevard, Winston-Salem. Its officers include Edward A. Cotton, president, Ned T. Harbin, treasurer, Clyde A. Johnson, secretary, and William Henderson Smith, general manager, assisted by Max Brinson and C. G. Whiteside, plant superintendents. Mrs. John G. Williamson is general purchasing agent and production coordinator. (See Lincolnton—Cottonsmith Furniture Mfg. Co.)

BRADY FURNITURE CO., RURAL HALL

Brady Furniture Co., Rural Hall, was organized in 1939 as Brady & Gregson, Inc. In 1942 Paramount Furniture Industries of New York bought a one-third interest in the company and the name was changed to the present name, in which firm C. E. Brady and Dixon Ahl of the Marietta Paint Co., High Point, own the remaining two-thirds. Officers of the company are Ralph Deutsch of Paramount Furniture Industries, New York, president, Dixon Ahl, High Point, vice-president, and C. E. Brady, secretary-treasurer and general manager.

Mr. Brady has continued as general manager of the firm through its entire period and in 1946, after the Paramount Furniture Industries purchased the Ramseur Furniture Co., Ramseur, he also became general manager of this firm continuing the management of both plants until 1949. He was elected in 1946 as treasurer of the Ramseur Furniture Co. and continues as such. Other North Carolina furniture plants owned in part by the Paramount Furniture Industries are the Alliene Furniture Corp., Troy, and the Lovelace-Johnston Furniture Corp., Wendell.

Brady Furniture Co. has increased its production through the years until its annual sales are approximately $650,000. Floor space amounts to around 52,000 square feet. The firm employs an average of 70 workers with an annual payroll of approximately $120,000. The Brady firm produces Colonial and Modern maple and knotty pine living room suites, including sofas and sofa beds and also manufactures platform rockers and occasional tables. Practically all products are of solid wood including knotty pine and hackberry.

Brady products are sold throughout the United States in addition to exports to Puerto Rico, The Netherlands and the West Indies. The Rural Hall firm handles the distribution for the Southeastern states while Paramount Furniture Industries, its affiliate, handles the business in the remainder of the nation and for the export trade. A sales crew of 35 covers the area of operation. Permanent display spaces are maintained in High Point, New York and Chicago.

OTHER FORSYTH PLANTS

Bilt-Rite Venetian Blind & Awning Co., 510 S. Marshall St.
Flynt, R. C., & Son, Inc., Sprague St. Ext.
Industries For The Blind, 1010 N. Liberty St.
Jordan Furniture Co., Inc., 4103 S. Main St.
Steifel Mattress Co., Inc., 1527 N. Liberty St.
Traditional Furniture Shops, Inc., 2840 Waughtown St.
Winston Mfg. Co., Inc., 2108 Sunnyside Ave. (Also Thomasville plant).
Holder Brothers Mfg. Co., Kernersville

MOCKSVILLE

HANES CHAIR & FURNITURE CO.

Hanes Chair & Furniture Co., Inc., was organized in 1900 and operated for a number of years as Hanes Chair & Table Co. Jake W. Hanes and associates



Modernly equipped plant of Hanes Chair & Furniture Co., Mocksville.

continued to operate as Hanes Chair & Table Co. and Hanes Chair & Novelty Co. until around 1935. Their interest was purchased by J. W. Harris and associates.

In 1947, D. E. Headen bought all of the real estate and assets of the corporation from J. W. Harris and his associates and incorporated the firm as Hanes Chair & Furniture Co., Inc. Mr. Headen is president, treasurer and general manager. He formerly had been associated with the Myrtle Desk Co. of High Point for a number of years.

Originally the Hanes Chair & Furniture Co. manufactured chairs exclusively. Two plants are now in operation. Plant No. 1 manufactures commercial office furniture and institutional furniture. Plant No. 2 operates exclusively in the production of household furniture items, including living room pieces, namely: drop leaf tables, lamp tables, coffee tables, night tables, step tables, and other table items.

Hanes Chair & Furniture Co. has about 60,000 square feet of floor space including the addition of Plant No. 2, taken over in January, 1950. The plant is entirely modern and contains modern and up-to-date woodworking machinery. The annual sales now are about four times larger than those of the former operators. The firm employs approximately 175 workers with an annual payroll of approximately $300,000.

Products of the plant are sold throughout the United States, Canada and Mexico. Approximately 12 salesmen represent the country throughout the area of distribution. The firm maintains a permanent show room in the Southern Furniture Exposition Building at High Point and also sales offices in New York.

HERITAGE FURNITURE, INC.

The table plant of Heritage Furniture, Inc., High Point, North Carolina is located in Mocksville (see High Point—Heritage Furniture, Inc.).

Another Mocksville plant—Young Novelty Co.

Mount Airy & Elkin Early Northwestern Furniture Makers

Mount Airy as a furniture manufacturing community began operations before the turn of the century or soon after the old Cape Fear and Yadkin River Railroad reached that town. Even before that Michael Healen, a famous Irish furniture designer, had operated in Stokes County and probably also in Surry, since it is of record that he died in Surry County.

Mount Airy Furniture Co., still operating, was organized in 1896 by J. A. Yokley, C. R. Merritt and E. H. Kochtitzky. Five years later the National Furniture Co. was started by E. C. Foy, Charles Whitlock and J. F. Prather. About the same time the Mount Airy Mantel & Table Co. was started by George O. Graves and continues operation. Other smaller firms have since been added.

At Elkin George Bailey started the Surry Chair Co. after the turn of the century and in 1911 moved to Hickory and organized a chair company which is still in operation. Previously, in 1894, the Elkin Chair Co., still operating, was started by J. F. Cooke and S. M. Arnold.

The Employment Security Commission figures show that six plants were operating in Surry County in 1950 with average monthly employment of 1,155 and the annual payroll for that year was $2,518,734.

NATIONAL FURNITURE CO.

National Furniture Co., Mount Airy, was organized and incorporated in 1901 by E. C. Foy, Charles Whitlock and J. F. Prather. After the plant had been operated for about three years, A. E. Smith bought out the Foy interest and John Banner bought an interest in the industry. In 1906 John Sobotta, who had joined the plant in 1904, as general superintendent, bought an interest. Around 1912, Mr. Smith and Mr. Sobotta bought out the other interests, Mr. Smith becoming president and Mr. Sobotta vice-president.

J. Raymond Smith succeeded his father as president of the firm in 1930, Mr. Sobotta continuing as vice-president. These are the present officers along with A. H. Collins, who joined the firm in 1945 as secretary. Mr. Sobotta continues his duties over 47 years as general superintendent and John Geiger is plant superintendent.

Bed room furniture is manufactured exclusively.

National Furniture Co. sells its products on a nation-wide basis with salesmen covering the territory. Permanent display spaces are utilized in Chicago and High Point.

MOUNT AIRY FURNITURE CO.

Mount Airy Furniture Co., Mount Airy, was or



Canopied four-poster 18th Century bed, all mahogany, wi night stand and kidney dressing table, made by Mount Airy Furniture Co., Mount Airy.

ganized in 1896 as a partnership by J. A. Yokley, C. R. Merritt, and E. H. Kochtitzky. With a few changes through the years, five partners now own this industry which has proven successful over a period of 55 years. Two of the partners, O. H. Yokley and R. W. Sparger, are in active charge of the plant, the three other silent partners being O. K. Merritt, C. R. Merritt and Mrs. E. H. Kochtitzky.

This firm manufactures bedroom furniture in the upper priced ranges—Modern, Traditional and 18th Century. Native woods are used largely, including oak, poplar, beech, walnut and ash, with mahogany and walnut veneers. The plant employs about 225 workers and has a floor space of about 125,000 square feet. Sales are nation-wide, from 15 to 20 salesmen covering the area. Display space is maintained in Chicago.

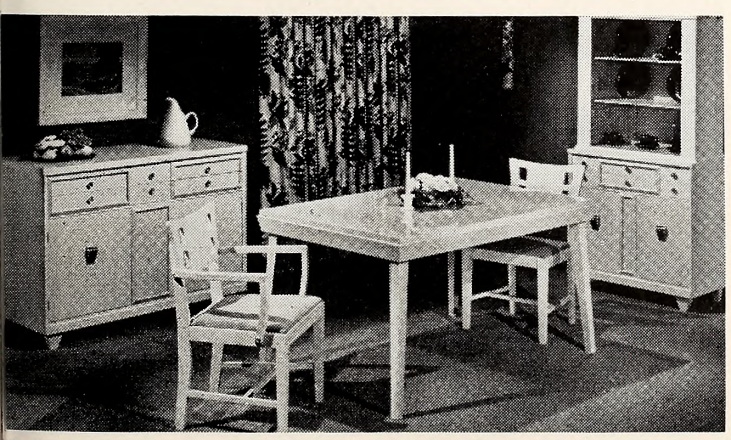
MOUNT AIRY MANTEL & TABLE CO.

Mount Airy Mantel & Table Co., Inc., Mount Airy, was organized in March, 1902, by George O. Graves, principal owner and key man in building this extensive and successful furniture industry. Associated with him for many years was his brother, Calvin Graves, who died in 1940.

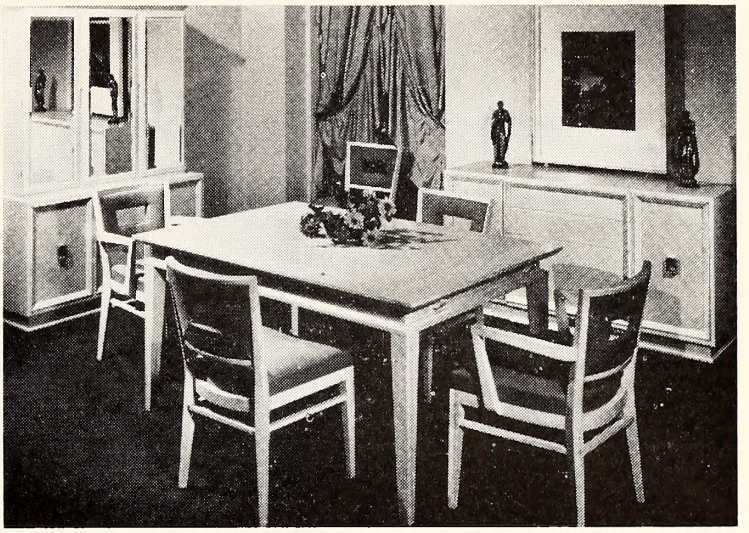
George O. Graves continued the operation of this industry for 48 years, until his death in July, 1950. J. C. Siceloff was with the company for 45 years, serving as secretary-treasurer until his death in October, 1951. W. T. Harkrader, who had been with the firm for 13 years, first as secretary and then for five or six years as executive vice-president, was elected president in 1950. Ben K. Graves, son of the founder, is executive vice-president. A successor to Mr. Siceloff, as secretary-treasurer, was to be elected later.

In its early days this firm manufactured mantels and tables exclusively, but in the 1910-12 period dining room furniture was added and in 1925 the firm began producing bedroom furniture. The plant embraces 140,000 square feet of floor space, including a modern three-story building, conveyorized throughout, which contains 54,000 square feet and was completed two or three years ago. Annual capacity of the plant is approximately $1,500,000 with an average employment of 225 workers and an annual payroll usually in excess of $300,000.

Mount Airy Mantel & Table Co. manufactures high medium-grade bedroom, dining room, and dinette furniture, including solid maple and cherry Provincial bedroom suites as well as Honduras mahogany bedroom and dining room lines and Idaho knotty



Modern dining room suite of oak finish including buffet, arm chair, side chair, table and china, made by Mount Airy Mantel & Table Co.



Oak dining room suite with tweed oak finish made by Mount Airy Chair Co., Mount Airy.

pine dining room and dinette lines. All of the lines, except the solid maple bedroom suites, are veneered. Principal types are Modern, 18th Century, Colonial and Provincial, the firm stressing particularly its Colonial bedroom and 18th Century dining room and bedroom types. This firm sells its products on a nation-wide basis, 38 salesmen covering the area. Permanent display spaces are utilized in Chicago, New York and High Point.

MOUNT AIRY CHAIR CO.

Mount Airy Chair Co., Mount Airy, was organized in 1921 as a partnership by three brothers, J. F., O. H., and J. B. Yokley, and continues to operate as such. J. F. Yokley is office and sales manager and J. B. Yokley is plant manager. O. H. Yokley, the third brother, is also a partner in the Mount Airy Furniture Co. and spends his time with this plant.

This firm produces high quality and popular priced dining room furniture, specializing in Imperial styles. Principal woods used in the veneer products are mahogany, walnut, cherry and other native woods. The firm employs about 275 workers and enjoys a splendid business on a nation-wide basis. Permanent display space is maintained in Chicago.

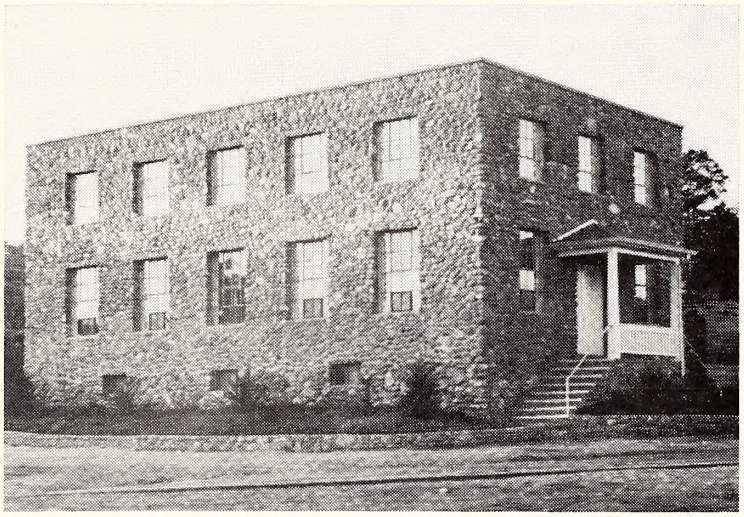
Standard Manufacturing Co. is another furniture plant in Mount Airy.

ELKIN

ELKIN FURNITURE CO.

Elkin Furniture Co., Elkin, one of the oldest furniture establishments in Northwestern North Carolina, was started in 1894 by J. F. Cook and S. M. Arnold as a partnership, with Mr. Cook as the active partner. After 10 years of such operation, the firm was incorporated in 1904 with Mr. Cook as president, Mr. Arnold, vice-president, and W. J. Boyles, secretary and treasurer. Mr. Arnold became secretary-treasurer in 1909 and in 1911 W. S. Gough became president, succeeding Mr. Cook. The next year R. L. Hubbard was elected secretary and treasurer and became general manager, serving as such until his death in 1931. J. H. Greenwood, who had been secretary, was elected vice-president in 1909.

A. J. Click, who had been elected vice-president in 1918, was elected president in 1922, serving as such until his death in 1932. M. A. Biggs, who had been elected vice-president in 1922, later moved to Winston-Salem. In 1931 he returned to the Elkin



Modern field stone office building of Elkin Furniture Co., Elkin.

Furniture Co. as secretary-treasurer and general manager, succeeding Mr. Hubbard. In 1939 Mr. Biggs was made executive vice-president and general manager, continuing as such until his death in 1942. Dr. E. G. Click succeeded his father as president in 1932, serving until 1948 when he became chairman of the Board. V. V. W. Dillon, who had been acting secretary since 1933, became secretary in 1939.

A. G. Biggs, son of M. A. Biggs, was elected treasurer in 1939 and also became general manager in 1942. He was elected president in 1948 when Dr. Click became chairman of the Board and continued as general manager and treasurer. D. D. Busic was elected vice-president at the same time. Present officers are Mr. Biggs, president, treasurer, and general manager; Mr. Busic, vice-president, and Mr. Dillon, secretary. M. R. Bailey, who had worked for the firm for a few years previously, returned in 1911 as superintendent, a position he has held for 40 years. His son, G. W. Bailey, is assistant superintendent.

When the Elkin Furniture Co. was first established, it operated in a plant on the present site of Hotel Elkin. In 1907 the plant was moved to its present site, about one mile east of Elkin. When the partnership became a corporation in 1904, it had a paid in capital stock of $5,000. The plant was greatly enlarged in 1933 and again in 1939 and the next year the new office building of stone was erected.

Prior to 1932 the Elkin Furniture Co. had produced office and bedroom furniture. At that time the plant started the production of Borax bedroom suites. The Borax type means flashy and fancy finishing in which the plant is now engaged almost 100%. Most of the furniture has the grainwork printed on the wood. All lumber is produced locally, consisting largely of poplar, gum and oak, secured from two sawmills operated in the area by the plant. The products are popular priced.

Annual sales are around $1,000,000, the furniture being distributed largely in North Carolina, but also extending to the southern area east of the Mississippi River. Eighteen salesmen cover this area. The firm has an average of 175 workers and an annual payroll of approximately $325,000. Permanent exhibit spaces are maintained in Chicago and High Point. Products are sold to many chain and individually operated furniture stores.

North Wilkesboro and Ronda Furniture Producing Area

North Wilkesboro, within a decade after the railroad line from Winston-Salem had ended in the Yadkin River bottom, was having growing pains. Both the new town and the older Wilkesboro, across Yadkin River, probably had cabinet shops. After the railroad, in operation around 1890, opened up this fine mountain hardwood area local citizens began plans for making and shipping furniture.

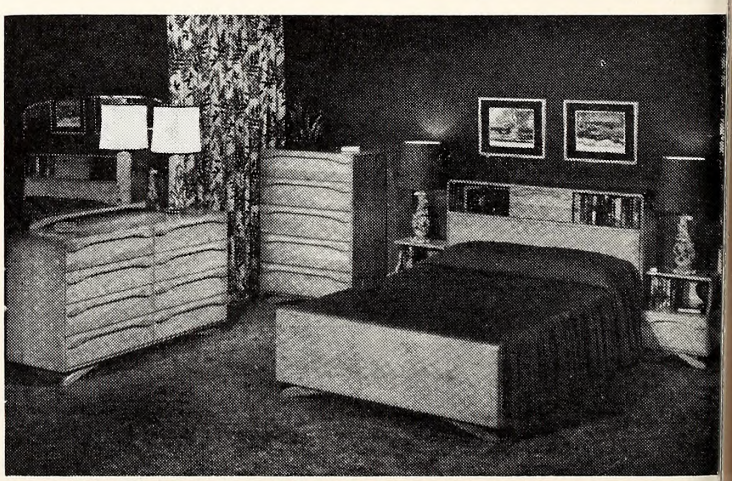
Appropriately enough, the Forest Furniture Co. was organized and incorporated in 1901 by J. K. and J. E. Finley and Col. G. W. Hinshaw, the latter of Winston-Salem. Two years later the Oak Furniture Co. was organized and began operation. Twenty-five years later, in 1928, the American Furniture Co. was organized by A. R. Johnston. Another earlier plant was the Home Chair Co., organized by J. D. Moore in 1909. In 1940 this plant was flooded and then burned. The company moved the plant to a former cotton mill building at Ronda, about 20 miles distant, where it continues to operate.

All four of these plants have proved very successful enterprises. Five smaller Wilkes County furniture plants are Greene Bros. Upholstery Co., Hwy. 421; Key City Furniture Co., 510 B Street; Model Chair Co., Inc., Hwy. 18; Sebastian Upholstering Co., G Street, all North Wilkesboro; Blue Ridge Mfg. Co., Wilkesboro.

FOREST FURNITURE CO.

Forest Furniture Co., North Wilkesboro, was organized and incorporated in 1901 by J. K. Finley and J. E. Finley of North Wilkesboro and Col. G. W. Hinshaw and his son, Miller Hinshaw, of Winston-Salem. J. E. Finley was the first president and was succeeded by Miller Hinshaw. Arthur A. Finley succeeded him and served until his death at which time N. C. Smoak, who had been with the firm since 1904 and vice-president since about 1925, was elected president. Mr. Smoak was also named general manager in 1950.

J. R. Finley had been secretary-treasurer of the firm from the beginning until his death in 1950. At that time Mr. Finley's son-in-law, W. C. Grier, was



Bedroom suite including double dresser, chest, night table, bookcase bed, and night table by Forest Furniture Co., North Wilkesboro.



Air view of plant and lumber yard of Oak Furniture Co., North Wilkesboro.

named treasurer and his daughter, Mrs. Eloise Mitchell, was named secretary. Mrs. D. J. Carter is vice-president. These four officers and W. G. Tulbert compose the Board of Directors.

Forest Furniture Co. was capitalized at $25,000 in the beginning. Increases through the years have raised the capital assets now to around $500,000. Annual production ranges between $1,250,000 and $1,500,000. The firm owns an entire block about 400 x 300 feet, a part of which is devoted to lumber stacks. About 200 workers are employed and the annual payroll runs around $430,000.

This firm produces medium and better grades of solid wood bedroom suites principally of maple and elm. Products are sold over the entire United States, 15 salesmen covering the territory. Products are displayed permanently in Chicago and High Point.

OAK FURNITURE CO.

Oak Furniture Co., North Wilkesboro, was organized and incorporated in 1903 and is thus one of the older and more substantial furniture organizations in the Northwest. J. E. Justice, Jr., is president and general manager; O. A. Boren, Greensboro, is vice-president, and J. B. Carter is secretary-treasurer. These officers and their wives form the Board of Directors.

This company has an authorized capital of $215,000. The plant occupies 70,000 square feet of floor space and is now in the process of complete modernization, including conveyor system from the lumber to the finished product. The latest type of modern machinery has been installed.

The plant manufactures bedroom furniture exclusively, all of the Modern type. Native lumbers, including oak, poplar, maple, pine and beech are used and veneers are of domestic and imported woods. Products are distributed throughout the United States and Canada, salesmen covering most of the states. The furniture is displayed permanently in Chicago and High Point.

AMERICAN FURNITURE CO.

American Furniture Co., North Wilkesboro, was organized and incorporated in 1928 by A. B. Johnston, who became president and still occupies that position, with W. B. Carlton as vice-president; J. R. Hix, secretary, and R. W. Gwynn, treasurer. Since that time R. B. Johnston has become vice-president; Mr. Hix is treasurer as well as secretary, and R. W. Gwynn, Jr., is assistant secretary.

When organized, this firm had an authorized capital of $20,000 and started business in a small way. Present paid in capital is $500,000 and plant and equipment are entirely modern. The firm employs about 300 workers.

American Furniture Co. manufactures bedroom furniture, largely of native woods with some mahogany veneer. The firm has a special and particularly attractive knotty pine suite which has been developed and put on the market recently. Products are sold nation-wide and 14 salesmen cover the area. Permanent displays are held in Chicago, New York and High Point.

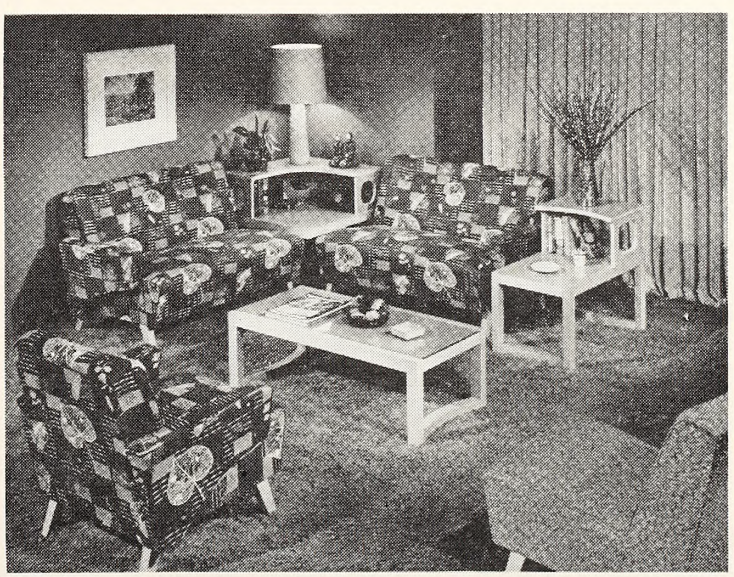
HOME CHAIR CO., RONDA

Home Chair Co., Ronda, was organized and incorporated in 1909 in North Wilkesboro by J. D. Moore, who became president, and several associates, including J. R. Hix, R. W. Gwyn, R. G. Finley, Gordon Hackett, T. B. Finley, Oliver Brewer, John Nichols, I. H. McNeil, with L. H. Stone as superintendent. H. L. Moore has been president since 1943, when his father, J. D. Moore, died. J. D. Moore, Jr., and R. I. Moore are vice-presidents, and Mrs. J. R. Hix, Jr., daughter of J. D. Moore, is secretary and treasurer.

Home Chair Co. started out with a small capital and authorized capital is now $200,000. The industry was started in North Wilkesboro and continued there for 21 years. In 1940 the plant was flooded and then burned. Finding a former cotton mill building at Ronda, about 20 miles distant, the owners purchased this building and within six months were shipping furniture again. This plant has been extensively enlarged by new buildings and now contains about 65,000 square feet of floor space. Around 225 workers are employed and the annual payroll is approximately $375,000.

Home Chair Co. produces dining room, living room and bedroom chairs, lounges and occasional chairs and maple living room suites, principally in Modern furniture, although other types of furniture are also produced. Annual sales are well over $1,000,000.

Home Chair Co. products are sold throughout the United States and 26 salesmen cover the nation. Permanent display spaces are maintained in Chicago, New York and High Point.



Modern furniture including arm chair, left settee, corner table, right settee, coffee table, step table and armless chair made by Home Chair Co., Ronda.

Charlotte Adds Furniture Making to Her Other Activities

Charlotte, with all of her other industrial and business activities, is also an important furniture manufacturing city, a few of its firms dating back for many years. Chief of these is Wade Manufacturing Co., which was established in 1898. Others are of more recent origin.

Mecklenburg County, records of Employment Security Commission show, had 12 furniture plants that were covered by the Employment Security Law in 1950, which means they had eight or more employees. Average monthly employment in these plants in 1950 was 541 and total payrolls for that year amounted to $1,694,243.

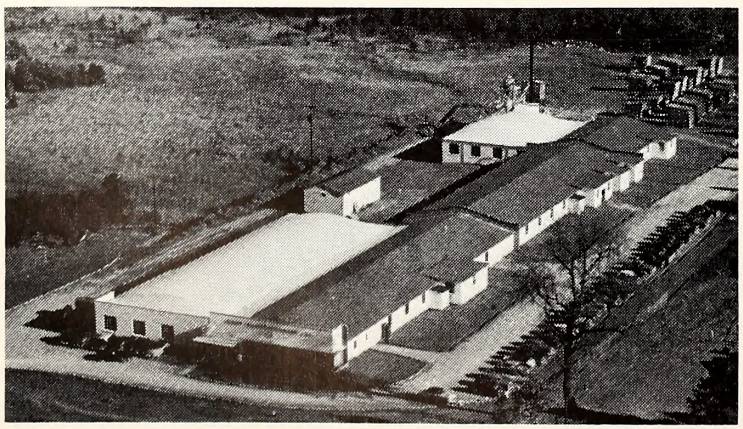
SHAW MANUFACTURING CO.

Shaw Manufacturing Co., Inc., moved into its modern new home on the beautifully landscaped site of 12½ acres at 4551 Pineville Road, south of Charlotte, last October 1. This new building is of modernistic design with entirely modern furniture and equipment and is set up for streamlined mass production, but to maintain the same intricate, careful attention to construction, tailoring, and design. The new plant contains 55,000 square feet of floor space.

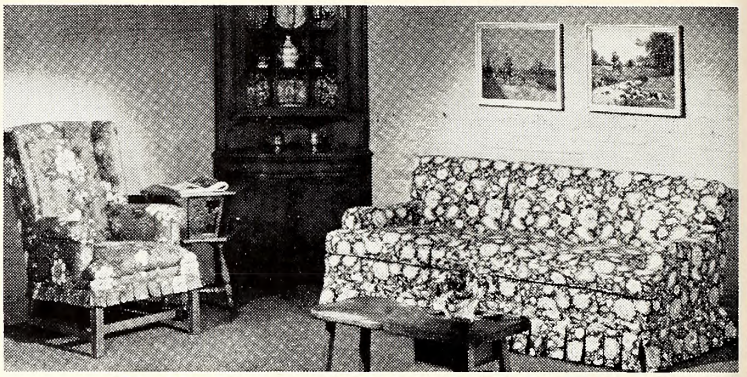
Shaw Manufacturing Co. was a brain child of Harry P. Shaw, Sr., streaming from Mr. Shaw's keen desire for many years to do something constructive in the industrial world. He had been engaged in the distribution of household appliances for several years. In early 1935 he started a small furniture plant containing about 500 square feet on South College Street and with six employees. His efforts were fruitful and he soon moved to larger quarters on Central Avenue. Still later, as business expanded, he moved into the old Made-In-Carolina Exhibition Building on Kingston Avenue. Again outgrowing its space, he set about erecting the new building recently occupied.

Mr. Shaw incorporated his firm when he began business in 1935, and continues as president and treasurer of the firm. His son, Harry P. Shaw, Jr., joined the organization several years ago and grew up with it. He is now vice-president and general manager. The firm has an authorized capital of $250,000 and the stock is owned largely in the family.

Shaw Manufacturing Co. has developed an upholstered furniture business, annual sales of which are considerably in excess of $1,000,000. The new plant employs approximately 125 workers with an annual payroll of around $300,000. In the newly occupied building, production is expected to about double as time allows. The bulk of the business is done with large metropolitan department and furniture stores throughout the United States and in Canada and Puerto Rico, 16 sales men covering the area of distribution. A permanent showroom display is maintained in the Chicago Merchandise Mart.



Modern new home in rural landscaped setting of Shaw Manufacturing Co. near Charlotte.



Mecklenburg group chair and sofa by Shaw Manufacturing Co., Charlotte.

This firm produces upholstered furniture entirely, consisting of 60 styles of chairs, sofas and love seats, including Early American and Pine groupings, through Traditional and Modern. Special orders are filled from department and furniture stores for highly styled, medium priced furniture items. One of the most popular lines, which was presented at the January 1950 market, is the Mecklenburg Group in pine finish with Early American documentary prints, produced in commemoration of the 175th anniversary of the signing of the Mecklenburg Declaration of Independence in Charlotte in 1775.

The makers of Shaw furniture produce upholstered furniture of distinction and lasting quality. The frame construction is from all solid maple, doweled, screwed, glued and blocked to make them rigid. Only super sagless solid webbed construction is used, preventing sagging under the seat. Springs are hand-tied eight ways with Italian twine.

The same consideration and attention is incorporated into the outward appearance of the finished product to give the desired eye appeal.

WADE MANUFACTURING CORP.

Wade Manufacturing Corporation, Charlotte, North Carolina, had its beginning as the Cochrane Showcase Company in 1898. In 1905 H. M. Wade, a young man from Columbus, Georgia, purchased this firm and began its operation in temporary quarters and with five or six employees.

After a few years of operation Mr. Wade bought a cotton patch and built the first small unit in 1907 of a plant that was to develop into an important furniture industry. In 1923 H. M. Wade Manufacturing Company was incorporated with an authorized capital stock of $250,000.00. Again in 1933 a new corporation was formed, Wade Manufacturing Corporation, with authorized capital stock of $250,000.00. H. M. Wade, principal owner, is president of the corporation and general manager of the plant, and Morgan A. Reynolds is secretary and treasurer.

As the city of Charlotte began to grow around and soon completely encompassed the site of the Wade

plant, the plant itself continued to expand over the earlier cotton field. The Wade plant now embraces about 100,000 square feet of floor space and employs an average of 150 workers with an annual payroll of about $650,000.00. Annual sales have increased until they are in the neighborhood of $2,000,000.00.

The Wade Manufacturing Corp. produces "Wade fixtures" for banks, stores, and offices. The fixtures are especially designed and custom built to meet the requirements of the banks, stores, and offices to be equipped.

"Wade fixtures" are distributed all over the southern states, eight salesmen covering the territory.

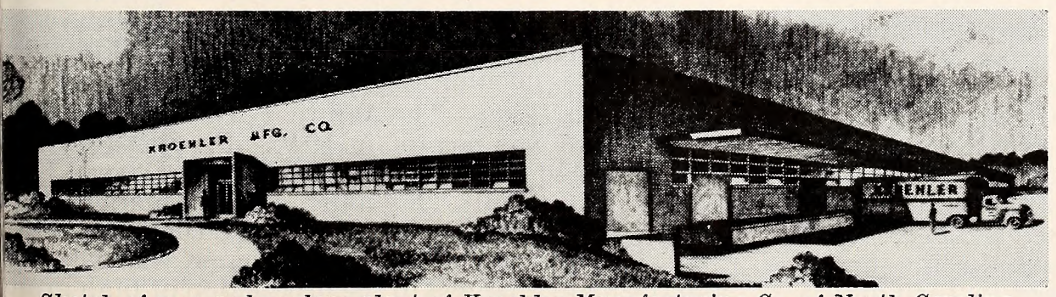
Mr. Wade, who advertises his plant as "The Southern House of Quality Since 1898", is a public-spirited citizen and two or three years ago served as president of the Citizen Association of North Carolina.

KROEHLER MFG. CO.

Kroehler Mfg. Co. of N. C., Inc., is located on the Old Monroe Road within the city limits of Charlotte. It is credited with being the most modern upholstery plant in the world and is a wholly owned subsidiary of the world's largest furniture manufacturing firm, Kroehler Mfg. Co. The Charlotte plant is built of modern design and with very modern machinery and equipment. It is located on a beautifully landscaped site. The plant began production in February, 1951, and had its formal opening shortly after, attended by hundreds of citizens from Charlotte and surrounding area.

The Charlotte Plant is a wholly owned subsidiary of the Kroehler Mfg. Co., which has its headquarters at Naperville, Illinois, and is one of the twelve plants operated by this firm in the United States and Canada. Officers of the North Carolina corporation are Mr. D. L. Kroehler, president; Mr. Kenneth Kroehler, executive vice-president; Mr. W. W. Stegman, secretary, all of Naperville, Illinois, and Donald Follmer, vice-president and general manager of the Charlotte Plant. These officers compose the Board of Directors. Mr. Follmer was sales representative for the Company with headquarters in Charlotte for fifteen years. As a result of his knowledge of the furniture industry in the southern area, the decision was reached to establish this new plant in Charlotte to supply the furniture trade within the southeastern states. Other plants are located, three in Illinois, two in California, two in Canada and one each in New York, Texas, Ohio and Louisiana.

Kroehler's Charlotte Plant produces living room suites, sofas, chairs, and dual-purpose sleeping equipment—all of a medium price and designed for the mass market. All furniture items are produced from hardwoods, largely gum, which is shipped as dimension stock from the firm's own lumber mills at Shreveport, La. The Charlotte Plant contains 80,000



Sketch of new and modern plant of Kroehler Manufacturing Co. of North Carolina in landscaped setting, Old Monroe Road, Charlotte.



Lawson sofa, "posture built furniture", by Queen City Mattress & Upholstery Co., Charlotte.

square feet of floor space, all on one floor, and employs currently about 150 workers. The Plant has a production capacity of 2,000 pieces of upholstered furniture per week and is now approaching production capacity.

From all of its twelve plants, the Kroehler Mfg. Co. maintains permanent show rooms in Chicago, New York, Los Angeles, San Francisco, High Point and in Stratford, Ontario, and Montreal, Quebec.

QUEEN CITY MATTRESS & UPHOLSTERING CO.

Queen City Mattress & Upholstering Co., 118 East Kinston Avenue, Charlotte, was organized and started operating in 1923 by A. W. Pearson and B. W. Baker, his brother-in-law. Mr. Baker in 1925 sold his interest to Mr. Pearson who operated the plant as individual owner until 1932. At that time Mr. Pearson's son, N. A. Pearson, joined him as a partner and in 1938 bought the interest of his father and continues to operate the industry as sole owner.

The Queen City Mattress & Upholstering Co. started as a mattress factory in 1923 with six employees and annual sales in the early days did not exceed $36,000. In 1932 the plant started making living room furniture in addition to its innerspring and cotton felt mattresses. Both of these groups of products are still made for the popular priced trade. Furniture items include sofas, sofa beds, love seats and chairs.

The firm's plant contains modern machinery and equipment and has expanded until it embraces approximately 80,000 square feet of floor space. Annual sales have grown until they have reached about $1,500,000, the firm employing approximately 150 workers with an annual payroll in the neighborhood of $350,000. Mr. Pearson has consistently maintained splendid relationships with his employees.

Queen City Mattress & Upholstering Co. distributes its goods over the entire Eastern Seaboard, keeping five salesmen in the territory. Its fleet of 10 trucks delivers its products to unit and department stores. Permanent display of its furniture and mattresses is maintained in High Point.

In 1950 Mr. Pearson and M. W. Garrett, his college roommate and business associate in the Charlotte plant for several years, organized a new firm, the P & G Chair Co., of Hickory. Mr. Pear-

son is president and sales manager and Mr. Garrett is secretary-treasurer and general manager. The name comes from the initials of the two men and the company produces platform rockers and sofa beds.

OTHER CHARLOTTE PLANTS

Carolina Metal Products, Inc., 2222 S. Blvd.
American Bedding Co., 200 W. Tremont Ave.
Breneman, Charles W., Co., The, 205 W. Morehead St.
Carolina Bedding & Chair Co., Inc., 1221 Central Ave.
Charlotte Venetian Blind Mfg. Co., 204 N. Davidson St.
Colonial Fixtures Mfg. Co., 2133 S. Blvd.
Elliott Mfg. Co., Morris Field
Morgan, A. B., Fixture Co., 307 W. Worthington Ave.
Piedmont Fixture Co., Inc., Bldg. #222, Morris Field
W M P Industries, Inc., Bldg. 285, Morris Field
McCall Mfg. Co., Davidson.

Mebane First Site of Continuing Furniture Making Plant

Mebane, a small rural community, beat other larger cities and towns in North Carolina to the draw and established the first furniture plant that continues in operation in the State today. This was the White Furniture Co., started by Will and Dave White in 1881. Other important furniture plants have developed in Mebane, while smaller ones also operate in some Alamance communities.

Alamance County in 1950 had seven furniture plants which were subject to the Employment Security Law. These plants had average monthly employment of 585 and the total payrolls in 1950 amounted to $1,682,404.

WHITE FURNITURE CO.

White Furniture Co., Mebane, has the distinction of being the oldest furniture plant in North Carolina and one of the oldest in the entire southeast. The firm was started in 1881 more than 70 years ago as a partnership by two brothers, William E. White and David A. White, locally known as Will and Dave White. These two young men had saved $275 as telegraph operators and borrowed additional money from a friend of the family, purchased a carload of lumber and a secondhand planer, and began manufacturing wood products.

In 1896 the firm was incorporated with W. E. White as president and David A. White as general manager in charge of production. At that time J. Sam White, a younger brother, after his graduation from the University of North Carolina, joined the firm as a day laborer. After a few years he was elected secretary and treasurer of the firm. Arthur White, another brother, was salesman for the firm until his death in 1927. D. A. White, general manager, died in 1916.

J. Sam White was elected president of the firm following the death of his brother, W. E. White, in 1935 and continues to hold that position. Additional officers are S. A. White, V, who started with the firm in 1934, vice-president and secretary; S. H. Millender, who joined the firm in 1935, vice-president and treasurer, and Phonse Bean, general superintendent. These four officers, with J. E. White, cousin of President Sam White, for many years general superintendent and now retired, compose the Board of Directors. Approximately 85% of the total capital stock is owned by members of the White family.

Soon after the White Furniture Co. began operation with 32 workers, it started producing solid oak bedroom suites which included bed, dresser and washstand, sold for the princely sum of $9. At present the firm's floor space covers an area of more than five acres. Its annual sales range between $4,500,000 and $5,000,000 including the production in the firm's Hillsboro plant which was purchased in 1940 and is operated as an auxiliary unit. These two plants now employ approximately 400 employees with an annual payroll in excess of $1,200,000. During the War period the firm added some new machinery and during the past five years the entire plant has been re-equipped and is strictly modern in all respects.

The White firm produces a high quality of furniture all in Traditional types. The Mebane plant produces bedroom and some dining room furniture, while the Hillsboro plant produces dining room furniture entirely. All products are veneered mahogany faces on poplar core. Plywoods for the Hillsboro plant are produced in the Mebane plant.

In December, 1923, the Mebane plant burned. Since this firm was the first in this area to use lacquers, produced by Du Pont organization and since the Du Pont's were anxious to get the plant back in operation, it offered and provided emergency assistance in the rebuilding so that the plant was back in complete operation within seven and one-half months. Two other major additions have been made to the plant, one in 1945 when 10,000 square feet of floor space was added in the machine department and an additional 3,500 square feet was added in 1951.

White quality furniture is distributed on a nation-wide basis, 25 salesmen covering the area. Permanent displays are maintained in Chicago, New York and High Point.

The White Furniture Co. enjoys splendid relationships with its employees on the theory that good furniture requires good workers earning good pay. During the past two years, the company has followed the policy of giving Christmas bonuses on this basis: 5% of wages to employees with less than 5 years of service; 8% to those with 5 to 10 years of service; 10% to those with more than 10 years of service. About one-half of the employees fall into the first group and about one-fourth each in the last two groups. The company also matches funds for hospitalization and sick benefits both for employees and their dependents and life insurance in which employees participate by paying a small percentage of the premiums. The company has operated a credit union for several years with the loss of only $1. A hard luck fund is provided from profits from the operation of a drink stand. In addition to a week of paid vacation in the summer the company observes three annual paid holidays and observes 10 minute rest periods morning and afternoon.

Hillsboro Plant—The White Furniture Co. plant at Hillsboro was bought in 1940. Previously it had been operated by Bivens Brothers as the Orange Furniture Craftsmen. This name and the manufacture of cheaper grades of furniture were continued until 1947. At that time the former name was dropped and the plant changed to the production of high grade tables, later expanding its production to dining room

urniture of good quality. This plant has been en-arged and modernized with new equipment. When his plant was purchased by the White firm, it em-loyed 40 to 50 workers. Approximately 125 work-rs are now employed. All of the office and book vork for this plant is handled in the office at Mebane.

CRAFTIQUE, INC.

Craftique, Inc., Mebane, was originated in 1945, nd gradually acquired the assets of Mebane Mills which then was owned entirely by L. P. Best and was started in 1941. In 1947, K. C. Royall, Jr. acquired an interest and was later elected vice-president of the firm, later being elected secretary and treasurer. The present officers are L. P. Best, president, K. C. Royall, Jr., secretary and treasurer, T. K. Wilkinson, Sr., ice-president. The Board of Directors is the same s the officers and comprise the stockholders in the rm.

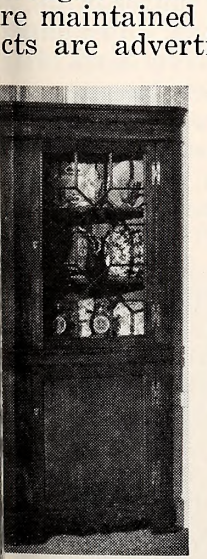


unt chest reproduced from Hills-oro piece by Craftique, Inc., Mebane

The authorized capital is $100,000, all of which s now outstanding, with L. P. Best as principal wner.

Craftique, Inc. is located about three miles west f Mebane, on a 20 acre tract which was formerly sed as the Mebane Six-County Fair Grounds. Sev-ral new concrete block buildings have been added o the ones which stood on the property until now he buildings contain approximately 42,000 square eet of floor space.

Craftique has accumulated capital assets of ap-roximately 285,000. Its annual sales are three-uarters of a million dollars with distribution hroughout the United States. Permanent displays re maintained at High Point and the firm's prod-cts are advertised in nationally circulated maga-zines. Ten salesmen cover the area, selling direct to furniture and department stores. The firm employs 85 highly trained craftsmen and the annual payroll is approximately $275,000.



olid mahogany "Hepplewhite" orner cupboard Craftique, Inc., ebane; 13 panes for original 13 states.

Craftique produces a line of authentic antique reproductions based largely on Hepplewhite design for the dining room with a few odd living room pieces. The firm's craftsmen reproduce the antique designs of the original pieces to the last detail, although quantity production is obtained by the use of most modern machinery. All products are available in antique satin mahogany finish, as well as a honey tone light Mellowax finish. Honduras mahogany is the principal material of these reproductions. The character of the furniture is ideally suited for use in modern day homes.



Plant of The Mebane Company, Mebane, makers of furniture and "Kingsdown" mattresses.

THE MEBANE CO.

The Mebane Company, Mebane, was organized in 1904 as The Mebane Bedding Co. by W. W. Corbitt, G. D. Vincent, and A. N. Scott with a combined capital of $3,300.

Earlier products included straw and cotton mattresses selling for $1.25; cotton and corn husk mattresses at $1.75, and top excelsior and cotton mattresses at $2.00.

While this firm is engaged primarily in producing mattresses and pillows, it also produces such wooden furniture items as wooden bases for box springs, wooden studio couch frames, Hollywood headboards, sofa beds and other wooden frames. This justifies inclusion of this firm in the wooden furniture manufacturing industry.

In 1929 the Royall-Borden Manufacturing Co. of Goldsboro was consolidated with the Mebane firm. The owners then purchased the Cottonbelt Manufacturing Co. of Rocky Mount and later operations at both Goldsboro and Rocky Mount plants were discontinued as The Mebane-Royall Co., its name then, increased its production facilities at Mebane. George C. Royall, Sr., of Goldsboro (father of Kenneth C. Royall, recent Secretary of the Army) became a new partner, remaining in the firm until his death. His stock was purchased in 1947. He was one of the founders of the National Association of Bedding Manufacturers.

With the reorganization in 1947 the name became The Mebane Company. W. W. Corbitt, one of the organizers, is still president of the company, although not very active. Ben F. Warren, who joined the firm in 1905, the year following its organization, and worked up through the ranks, became executive vice-president, treasurer, and general manager in 1945. Since that time the company has more than doubled its production and sales. Mrs. Myrtle Pope is secretary and the most recent addition to the official family is George Ratterman, sales manager, who joined the firm in 1949.

The Mebane Company enlarged its operations until it now contains 150,000 square feet of floor space in its modernly equipped plant with production capacity of 500 to 700 mattresses, 400 to 500 bed springs and cots, 24,000 pounds of felt batting, and other items, including studio beds, bed frames and other parts, each working day. The plant employs from 150 to 175 workers with an annual payroll exceeding $500,000. Annual sales now range between $2,500,000 and $3,000,000.

The Mebane Company products, including its famous "Kingsdown" mattresses and other mattresses, juvenile bedding, coil bed springs, folding and roll-away cots, bed frames, Hollywood head-

boards, studio beds and pillows, are distributed over North Carolina and other nearby states.

Nine factory representatives, handling Mebane products only, cover the area and account for probably 85% of the firm's sales volume. The firm maintains four warehouses strategically located in the area of distribution and ten company vans assure prompt delivery of all Mebane products. Permanent displays are maintained in High Point and in the company's own show rooms.

OTHER ALAMANCE PLANTS

Modern Venetian Blind Co., 1402 S. Church St., Burlington
Spoon, J. L., Route 2, Snow Camp.
Webster Furniture Mfg. Co., Graham.

Sandhills Area Has Several Progressive Furniture Firms

Several important furniture plants have developed in the Sandhills area during the last quarter of a century. Among these are the Sandhill Furniture Corp., West End, and later the Sanford Furniture Co., both established and owned by members of the J. B. Von Canon family. Other plants operate at Vass and Troy with smaller ones in other Sandhills communities.

SANDHILL FURNITURE CORP.

Sandhill Furniture Corp., West End, was organized in 1927 by the late J. B. Von Canon, Sr., and his son, Fred Von Canon. In the original corporation the late J. B. Von Canon, Sr., was president; E. L. Sutphin, vice-president, and Fred Von Canon, secretary and treasurer.

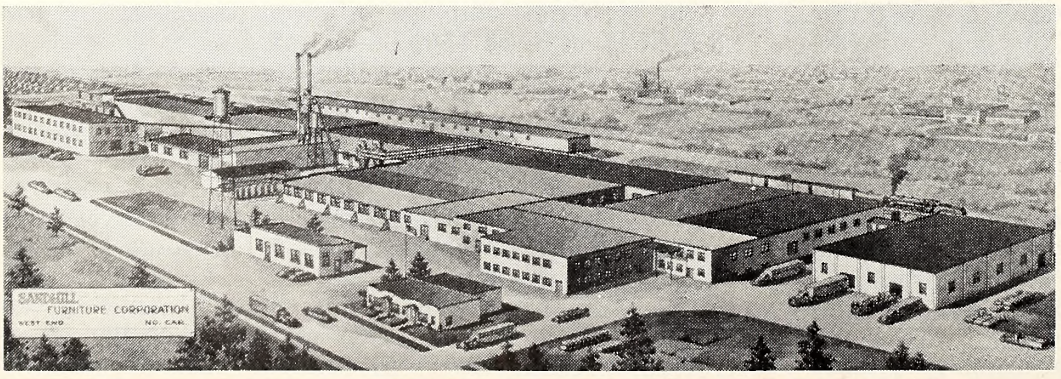
The authorized capital in the beginning was $50,000, increased several times since. Originally the firm manufactured only odd poster beds and wooden beds of all types. It continues as one of the largest, if not the largest, producers of this type product in the nation. In 1934 another division for the manufacture of bedroom suites was added.

An interesting fact concerning the operation of Sandhill is that a large part of the lumber used is manufactured from the tree in the sawing and processing plants it operates in North and South Carolina.

The floor space at the plant has doubled and redoubled several times since the beginning in 1927. The large plants are of latest type construction and the equipment is up to date and modern in every respect.

Sandhill makes odd beds of all kinds—poster beds, Jenny Lind beds, spool beds and Dolly Madison type beds. Bedroom suites are made from genuine cherry, maple and mahogany with some walnut in 18th Century, Colonial and Modern designs.

The products are sold throughout the nation and Canada, Cuba and Puerto Rico. A crew of about 45 salesmen sell the merchandise. The firm maintains permanent offices and displays in New York, Chicago, Ill., High Point, Los Angeles and San Francisco.



Extensive plant of Sandhill Furniture Corp., West End, Moore County.

J. B. Von Canon, Sr., died in late 1940. The officers of the firm since have been J. B. Von Canon, Jr. president; Fred Von Canon, vice-president and chairman of the Board; Paul Von Canon, treasurer, and E. P. Hinson, secretary.

SANFORD FURNITURE CO.

Sanford Furniture Co., Inc., Sanford, was organized by Fred Von Canon and started business in 1938. Mr. Von Canon bought the former Fitts-Crabtree Mfg. Co., removed the old machinery, bought and installed a small amount of entirely new machinery. Enlargement plans were halted because of World War II.

During the war period Mr. Von Canon devoted most of the plant's capacity to producing material for the U. S. Navy. He purchased an additional building and in it became the Navy's largest producer of ship fenders, the second largest producer of cargo nets and secretly filled an order for rocket launchers, leading all other firms in this production. The plant received the Navy's Certificate of Achievement for its splendid record. The plant also continued to fill small orders for furniture for Army and Navy projects. This plant is now used for producing mahogany occasional pieces for the home.

After the war Mr. Von Canon went ahead with plans and constructed a modern steel and masonry plant and installed the latest and most effective furniture machinery. This plant now produces bedroom furniture at low and medium prices. The firm has also produced in recent years a line of popular promotional suites. Products are sold nation-wide, 4 salesmen covering the entire country. Permanent displays are maintained in Chicago, New York, High Point, Los Angeles and San Francisco.

Officers of the firm are Fred Von Canon, president and general manager; J. B. Jones, vice-president and superintendent; J. M. Auman, secretary and assistant manager, and Mrs. Elizabeth Von Canon, wife of the president, treasurer. The bulk of the stock in the corporation is owned by Mr. Von Canon.

Most of Sanford Furniture Co. products are genuine solid Honduras mahogany and mahogany veneer. Many items are also made from Idaho knotty pine and solid Pennsylvania cherry. In 1950 and 1951 Sanford produced several large lots of maple furniture for the State of North Carolina institutions. All of the merchandise is sold under the patented trade mark, "Sanford Permacraft".

In 1951, Sanford Furniture Co. introduced a new process for making a bow front or serpe-

tine front dresser, chest or other household furniture item. This is entirely new and patent has been applied for. The front is produced with the use of what is known as impregnated honeycomb paper core and plywood. The firm announces that it is strong, is not affected by weather and the drawer fronts do not shrink or swell. They have been soaked in water for hours without apparent effect. Many magazine articles have appeared regarding this new process in recent months.

While Mr. Von Canon was employed in the Furniture Department of R. H. Macy & Co., New York, he developed a light built into the head of a bed, known nationally as the "Dee Lite". He returned to North Carolina in 1927 and with his father, the late J. B. Von Canon, Sr., founded the Sandhill Furniture Corp. at West End. This was their first venture in furniture manufacturing.

Mr. Von Canon is now vice-president and chairman of the board of Sandhill Furniture Corp. and his brothers, J. B. Von Canon, Jr., and Paul Von Canon, are president and treasurer, respectively, of the Sandhill concern.

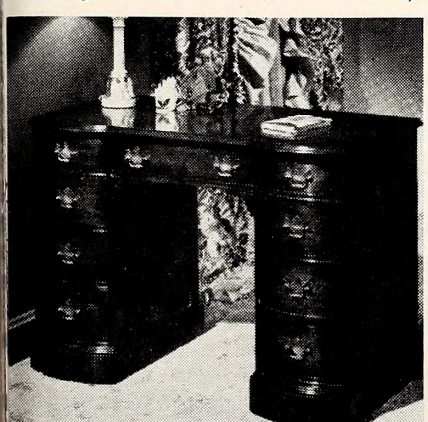
Fred Von Canon also owns and operates the Edinburg Hardwood Lumber Co., Washington, N. C.

VASS INDUSTRIES, INC.

Vass Industries, Inc., Vass, has been in operation as a woodworking plant for probably 20 years, most of the time manufacturing bedroom furniture. In 1940 the firm was reorganized and incorporated with William A. Levick of Philadelphia as president and Wilson Russ as vice-president and general manager. Mr. Levick also handles sales for the Vass firm and is one of the chief operators of a furniture display building in Philadelphia.

The firm occupies a building which was formerly a community building and still earlier had been a tobacco warehouse. It contains approximately 56,000 square feet of floor space all on one floor. The firm employs an average of 130 workers with an annual payroll of around $200,000. Annual sales are in the neighborhood of $700,000.

In 1945 the firm shifted from bedroom furniture and began making cedar wardrobes. In 1950 the firm began the production of television cabinets on a large scale and organized the Tee-Cee Co. to handle this part of the production. Last year, however, this new firm was allowed to lapse, although Vass Industries continues to manufacture television cabinets. Last year the firm went more into manufacturing home kneehole desks, produced in Colonial, Traditional and Modern types, manufactured from plywoods of such hardwoods as mahogany, gum and walnut.



Mahogany kneehole desk made by Vass Industries, Vass.

Vass Industries has recently completed modernizing the plant and installing ney equipment. Its products are sold nationwide by a force of about 15 salesmen handled through the Philadelphia office. Permanent displays are maintained in High Point and Philadelphia, and season exhibits are made at Chicago and New York.

ALLIENE FURNITURE CORP.

Alliene Furniture Corp., Troy, known and operated for several years as the Circle Chair Co., was reorganized and incorporated under its present name in 1950 as one of the several units in North Carolina owned in part by the Paramount Furniture Industries of New York City and in part by local interests. Other firms in which the New York interests are part owners include Ramseur Furniture Co., Ramseur; Brady Furniture Co., Rural Hall, and Lovelace-Johnson Furniture Corp., Wendell.

Officers of Alliene Furniture Corp. are Ralph Deutsch, New York City, president, and Herbert Wallack of New York City, vice-president, both officers of the Paramount Furniture Industries; F. L. Taylor, secretary-treasurer, and D. L. Simmons, general manager, who operate the Troy plant. The affiliated firm in New York handles sales and display spaces for the Troy firm.

In its first year of operation the Alliene firm had annual sales of approximately $500,000 in spite of the fact that many of the workers were new and inexperienced in this type of production. The firm employs from 75 to 80 workers and has an annual payroll of approximately $100,000. The operations are carried on in about 45,000 square feet of floor space. The firm produces upholstered chairs, occasional lounge chairs, and some love seats. Most of the products have been in Traditional types but recently more Modern furniture types are being added. Local hardwoods, including oak, gum and poplar, are used in these products.

Alliene Furniture Corp. products, sold through the New York office, are distributed largely in the East and Middle West and sold to department and furniture stores. Four trucks are operated in the distribution of its products. Permanent display spaces are maintained in Chicago, New York and High Point.

Montgomery Furniture Corp., Biscoe, is another Montgomery County plant.

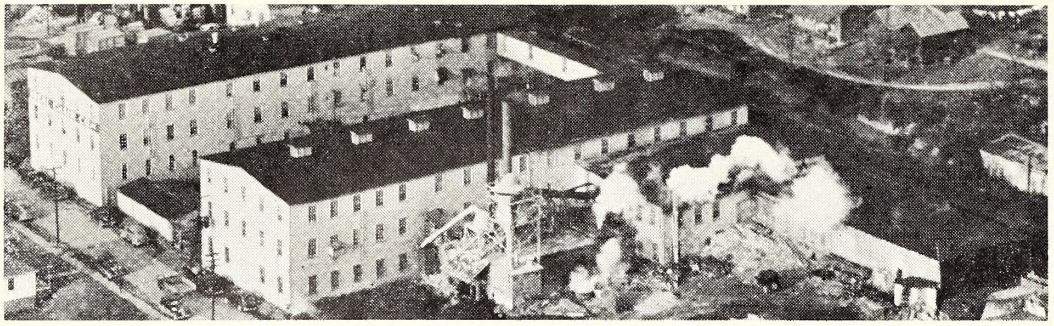
LINCOLNTON

Lincolnton was famous as a furniture making center in Colonial days. Its chief fame lies in the fact that a man named Houser operated a cabinet shop there and had as his apprentice Henry Payne who, with his son and later descendants, were expert furniture makers. Lincoln County now has four large furniture plants and two smaller ones.

IDEAL CHAIR CO.

Ideal Chair Co., Inc., Lincolnton, was organized around 1915 as the Lincolnton Furniture Mfg. Co. by several citizens, including T. H. Cansler, H. S. Robinson and D. E. Rhyne. About two years later the plant was sold to the Carolina Furniture Co. which later went into receivership and the plant was closed for about a year.

In 1922 the plant was purchased by three brothers from Brooklyn, N. Y., Nathan, Mark and Arthur Zimtbaum, and the name was changed to Ideal Chair Co. Since that time two of the brothers, Nathan and Mark Zimtbaum, have died and the third, Arthur Zimtbaum, is no longer connected with the company.



Air view of the large furniture plant of Ideal Chair Co., Lincolnton.

Two sons of Nathan Zimtbaum now own and operate the business. They are Howard Zimtbaum, president and treasurer, and Randolph Zimtbaum, vice-president, secretary and manager. The company has an authorized capital of $250,000.

In the 30 years of operation by the Zimtbaum family, Ideal Chair Co. has prospered and expanded until the firm now employs an average of around 160 workers with an annual payroll of approximately $275,000. Annual sales now range between $1,000,000 and $1,250,000.

Ideal Chair Co. manufactures dinettes, bedroom suites and odd beds, including four-poster beds. Products are made in solid maple and in maple, walnut and mahogany finish.

The firm has a salesroom and warehouse in Brooklyn, N. Y. Products are distributed in about 25 states, largely in the eastern and southern area, about 18 salesmen covering the area, usually 12 in the Southern states and six from the Brooklyn warehouse.

COTTONSMITH FURN. MFG. CO., INC.

Cottonsmith Furniture Mfg. Co., Inc., Lincolnton, was organized in February, 1946, by Edward A. Cotton, president, and William Henderson Smith, general manager, who decided on this type of industry while serving in the Army together for three years during World War II. The idea of the present organization was conceived during their service in the Philippine Campaign and was developed through construction of a small pilot plant to manufacture specialized types of furniture—sewing machine cabinets.

During the year 1946 the plant was constructed and production started in 1947 when the first sewing machine cabinet was produced. The original machine room covered 2,400 square feet of floor space and proved so successful that the present Lincolnton plant covers around 60,000 square feet of floor space. In 1951 this firm found that its expanded market required additional facilities and it purchased the entire corporate interest in Lohman-Grimes Corp. in Winston-Salem which has since been operated as an auxiliary plant. (See Winston-Salem—Lohman-Grimes Corp.)

The Lincolnton plant today has a production capacity of approximately 25,000 cabinets a year with a market value in excess of $500,000. The plant employs about 60 workers and has an annual payroll of around $120,000.

The Cottonsmith firm has concentrated on redesigning sewing machine cabinets and has devoted its efforts to making sewing machines a dual furniture item of sufficient lines and attractiveness to take its place in the home as a piece of furniture, rather than a simple auxiliary unit. The firm has developed 15 different types of cabinets ranging from the double driver disc to the spinnet console models. In addition to purchasing the Winston-Salem plant, the firm has developed its own dry kiln and core manufacturing facilities. At present it is credited with being the largest independent sewing machine cabinet company in the United States, producing plywood with mahogany, walnut, korina, oak and maple faces.

Through its New York warehouse and distribution center, operating as Modern Sewing Machine Co., the products are distributed throughout the United States and Central America. Permanent displays are maintained in Brooklyn, New York. The principal office of the firm is now located at 888 Northwest Boulevard, Winston-Salem.

Officers of the Cottonsmith Furniture Mfg. Co. in Lincolnton, as well as of the Lohman-Grimes Corp. in Winston-Salem, are Edward A. Cotton, president, Ned F. Harbin, treasurer, and Clyde A. Johnson, secretary. William Henderson Smith is general manager of both firms, assisted by Max Brinson and C. G. Whiteside as plant superintendents. Mrs. John G. Williamson is general purchasing agent and production coordinator.

OTHER LINCOLNTON FIRMS

Burris Mfg. Co., Inc., 422 N. Aspen St. (two letters sought data; no response).
Cochrane Mfg. Co., Inc., (two letters; no response).
Lincolnton Cabinet Co., Inc., W. Childs St.
Novelty Chair Co., Inc., E. Church St.
Fidelity Chair Co.

MARION

Marion has been an important furniture manufacturing community since around the turn of the century. In recent years two large furniture manufacturing organizations, Drexel and Broyhill, have purchased and now operate the several Marion plants. Employment Security Commission records show that these plants had average monthly employment of 1,024 in 1950 and in that year total payrolls for these firms amounted to $2,405,039.

DREXEL FURNITURE CO.

The Marion group is the second largest in the Drexel Furniture Co. organization, consisting of three plants, one of which is engaged in the manufacture of bedroom furniture, another in the manufacture of dining room furniture and the third, known as the Panel Plant, forms panel veneer for the other two plants. Total floor space covered by the Marion units is 397,000 square feet and approximately 750 persons are employed in their operation.

The Marion Bedroom Plant, known as Plant No. 2 in the Drexel group, is of brick construction and was completed in 1941. This plant replaced an old factory which stood on the same site and is regarded as one of the most modern of any in the organization from the production standpoint.

The Marion Dining Room Plant, referred to as Plant No. 4, is one of the oldest operated by the Drexel Co. Most of the plant constructed of wood was purchased in 1932. Since that time an enlarge-

nent program has resulted in adding about 30% to he original space.

The Marion plants produce the popular priced Modern and Early American furnitures.

The Marion Panel Plant, known as Plant No. 6 in he Drexel group, is of brick construction. About 0% of the present building was erected in 1931, bout 40% was added in 1937, and the remaining 0% was built in 1941. This is a service plant for he dining room and bedroom plants, furnishing them vith paneling and veneer for their products. (For ther Drexel information see Drexel and Drexel-Morganton.)

OTIS L. BROYHILL FURN. CO.

The Otis L. Broyhill Furniture Co., Marion, orig-nally the McDowell Furniture Co., was purchased y the Broyhill interest in 1941. Otis L. Broyhill is resident; R. T. Broyhill, vice-president; C. A. Hold-n, secretary, and R. J. Stevens, treasurer. Frank ump is plant superintendent.

New machinery and warehousing facilities have een installed in the 326,498 square feet of floor space ccupied by the plant and 310 workers are employed.

Modern and Borax Waterfall furniture is now pro-uced in the Marion plant, designed and manufac-ured to sell in the medium priced ranges.

The Otis L. Broyhill Furniture Co. sells its prod-cts throughout the country through the Broyhill 'urniture Factories, sales and management organ-zation, Lenoir, and displays are maintained at sev-ral of the leading furniture markets.

THIRTY SCATTERED N. C. COUNTIES HAVE ACTIVE FURNITURE PLANTS

In addition to the 14 North Carolina counties which have arge furniture manufacturing centers, with county employ-nent in excess of 500 workers, the State has another group of bout 30 counties in which furniture manufacturing is carried n, some of them with large plants. Most of these plants, owever, have less than 50 employees.

Efforts were made to secure additional information on all lants that have 50 or more employees for special articles for his issue. Some of these larger plants are included in this st. At least two letters were written them, indicated in the st by asterisks (*), but no responses were received. These cattered firms, most of them small but successful enterprises, y counties, follow:

Alexander—Murdock Chair Mfg. Co., Hiddenite.

Ashe—*Phenix Chair Co., West Jefferson; Home Furniture o., West Jefferson.

Buncombe—*Morgan Furniture Co., Asheville (Woodfin); sheville Bedding Co., 182 Clingman Ave., Asheville; Robert, avid, Co., Inc., The, Hgw. #7, West, Black Mountain.

Burke—Beach Mfg. Co., Morganton.

Cabarrus—Hickory Manufacturers, 28 Todd Ave., Charlotte gw., Concord.

Cleveland—Best Upholstering Co., Inc., 113 N. Lafayette St.; cSwain Venetian Blind Co., 816 W. Warren St.; Moser Furni-re Co., 123 W. Marion St., all Shelby.

Cumberland—Jackson Mattress Co., Inc., 525 S. Cool Spring ..; Novelty Furniture Co.; Riverside Mattress Co., all Fay-teville.

Duplin—Smith Cabinet Works, Magnolia.

Durham—Carolina Venetian Blind Co., 404 McMannen St.; urham Furniture Co., Inc., Hillsboro Rd.; Durham Mattress o.; Lions Club Work Shop for the Blind, 104 S. Maple St.; ontsinger's, Inc., Hillsboro Rd.; Shaw's Venetian Blinds, uess Rd. and Buchanan Blvd.; Whitehall Furniture, Inc., 03 Walker St.; Y & J Upholstering Co., 1612 E. Geer St., all urham.

Franklin—Sure Rest Mattress Co., Youngsville.

Gaston—Bessemer City Upholstering Co., 609 E. Maryland ve., Bessemer City; Underwood Mattress Co., Gastonia.

Halifax—Weldon Mattress Co., Roanoke Rapids Hgw., Wel-n.

Harnett—Black River Mattress Co., W. Broad St., Dunn.

Haywood—*Unagusta Mfg. Corp., Hazelwood.

Lenoir—Jackson Mattress Co., Kinston.

Nash-Edgecombe—*Wood Products Mfg. Co., U. S. 301 N.; Caro-Craft, Inc.; Nash Mfg. Co., all Rocky Mount; Cotton Belt Mattress Co., Pinetops.

New Hanover—*Ventilated Awning & Millwork Co., 902 S. Third St., and Strickland Venetian Blind, both Wilmington.

Pasquotank—Houtz & Barwick, W. Church St. Ext., Elizabeth City.

Richmond—Pinecroft Industries, Inc., McDonald Ave., Hamlet; Royston Furniture Mfg. Co., Hgw. 1, Marston.

Rockingham—*Home Novelty Co., Inc., Draper; *Stoneville Furniture Co., Inc., Stoneville.

Rowan—Carolina Ventilated Awning Co., 218 W. Cemetery St.; Carter Bros. Furniture Co., Inc., 118 E. Fisher St.; Taylor Mattress Co., 1039 S. Main St., all Salisbury.

Stanly—*Young Mfg. Co., Inc., Norwood; Page Cabinet Co., 1204 Monroe St., Albemarle, and Smith Novelty Co., Albemarle.

Swain—*Carolina Wood Turning Co., Bryson City.

Union—Carricker, C. A., & Sons, Rt. 2, Monroe.

Wake—Lovelace Johnston Mfg. Co., Wendell; Matthews Shade Co., 104 Glenwood Ave., and Rich's Furniture, Inc., Louisburg Rd., both Raleigh.

Wayne—*Kemp Specialty Furniture Co., S. Center St., and McLamb & Lamb Woodworks, Mount Olive Hgw., both Goldsboro.

Wilson—Wilson Bedding Co., 1105 Downing St., Wilson.

DUE TO WOODS, LABOR, INITIATIVE

(Continued from page 10)

tions which formerly required days have now been reduced to a matter of minutes and have made possible a product highly resistant to severe climatic conditions, at a very low cost.

The furniture finishing process which formerly required days and weeks has now been reduced to a matter of hours as result of the use of quick-drying materials and the application of heat to speed the drying process.

Whereas, formerly, furniture parts in production were normally moved by hand, or pushed from one operation to another, conveyors are now used extensively throughout the entire manufacturing process. These conveyors have not only made possible a savings in labor, but have also resulted in a much superior product.

PRODUCTS EQUAL NATION'S BEST

Cheap labor and low cost materials long ago ceased to be a factor in the ability of the Southern furniture industry to compete with plants in other sections of the country. The success of industry in the South has, I believe, been due in recent years to aggressive management, intelligent and skilled labor and to the plant modernization program which has been followed during the past fifteen years.

As a result of the developments mentioned above, North Carolina furniture factories now produce a product second to none as to quality, design and consumer acceptance, at prices which the consumer can well afford to pay. It is interesting to note that North Carolina is now the No. 1 state in production of wood household furniture.

In most instances, the local supply of lumber is diminishing each year and factories are finding it necessary to have lumber and veneers shipped from greater distances. If the wood furniture industry in the South and throughout the country, for that matter, is to survive, it will be necessary in the years ahead to put back into hardwood growth through reforestation an acreage amount in proportion to that cut each year.

Community Handicap Shop, Elizabeth City, Is Acclaimed

By NORMAN L. PENDLETON, *Veterans' Employment Representative, ESC, Elizabeth City*

Nearly two years have elapsed since the local newspaper carried huge headlines that the local Lions Club was sponsoring an industry in Elizabeth City whereby all handicapped persons might become employed in a useful occupation. Today, this Club is recognized nationally for the important role it played in developing this industry into such an outstanding achievement for Elizabeth City. As a direct result of this project, aid to the handicapped has become an integral part of the various programs being conducted by Lions Clubs all over the Nation.

During "National Employ the Physically Handicapped Week" of 1949 a survey of the local Employment Office files revealed a number of upholsterers, carpenters, cabinetmakers, and furniture repairmen who had physical disabilities and were denied the opportunity of accepting full time jobs in private industries. Many of this handicap group were receiving financial assistance from charitable and welfare organizations, but even then, they were unable to support their families.

All efforts by the local Employment Service personnel to place these persons in private jobs were in vain, but this thought occurred—Why were there no civic organizations sponsoring a workshop where each handicapped person could work at his trade at certain hours and days which would not be detrimental to his health? It seemed that such a plan could be made feasible as the proceeds from the sale of the finished products would certainly take such workers off the welfare or relief rolls.

The plan was introduced to the Lions Club at the next weekly dinner meeting. The Lions Club directors studied the proposed plan and immediately accepted it as being the most important project for the oncoming year. Unanimous approval was given by 137 individual Lions who pledged their wholehearted support toward this endeavor. A committee composed of lawyers, doctors, professional, and business men were appointed to head the drive.

The writer was designated Co-Chairman of the group since the success of the program centered around the recruiting, counseling, selecting and referring of disabled persons to the job. The plan was very simple at first for it was understood that only a small group of handicapped workers would be supplied with the necessary tools and placed in a workshop where they could build and repair old furniture. The Lions Club would then hold a weekly auction, sell the furniture and return the money to the workers.

The results were quite different—the radio and newspaper discovered the plan and immediately started a publicity campaign. Spot announcements, editorials, and feature stories aroused the community. Soon other civic clubs, veteran organizations and the Junior Chamber of Commerce joined the drive to make this beginning industry an outstanding success. Contributions started pouring in—lumber and veneer mills supplied materials without charge.

A World War I disabled veteran suggested we use a large two-story building he had recently constructed. He had planned to open a grocery store but his health was failing and his plans did not materialize. Instead, he wanted to work with the other handicapped persons in the shop. Hardware stores furnished the workshop with hand tools, electric motors, paints, varnishes, nails, glue, and paint brushes.

A deceased physician's widow donated all of her late husband's workshop equipment, including jig saws, band-saw, rip saws, joiners, lathes, sanding machines, and paint spraying equipment in addition to eight electric motors ranging from one-half to one horsepower each. One insurance firm contributed a fire insurance policy for the building and all its equipment. The Public Utilities Commission provided free water and lights. An electrical firm wired the motors and building without charge. There were hundreds of other small donations too numerous to mention. The Employment Service was kept busy selecting the workers and replacing others who were leaving town or accepting other jobs.

The Community Handicap Shop was now a reality and an overwhelming success. It was expanding so rapidly that a manager and shop instructor were hired to train the unskilled handicapped workers for specific jobs. The Vocational Rehabilitation Commission became interested in the project. The Lions Club joined the Commission in its rehabilitation program. Training was provided in the shop for disabled persons. Enthusiasm continued to mount. The County Commissioners decided that a $2500 donation for further expansion of the project was less expensive than the total amount of the checks being mailed to those on the relief rolls. Preference was given to those indigent cases who were disabled and desired employment in the workshop.

There just didn't seem to be an end to public enthusiasm, cooperation, and participation. One hundred and thirty-seven Lions constantly solicited orders for lawn furniture, tables, book ends, bird houses, what-nots, and many other items built by the handicapped workers. Sixty-five members of the Lions Auxiliary canvassed their neighboring streets for prospective sales. Others stood at key spots throughout the city displaying and taking orders for articles of furniture. Local department store managers reserved space in their show windows for display and sale of baby clothes made by elderly handicapped women who had no other means of livelihood.

Job orders, specifying handicapped workers, were flooding the Employment Service Office. Representatives from several large firms had visited the handicap shop and saw what was being done by these di-

PENDLETON SPARKS HANDICAP SHOP

Norman L. Pendleton, veterans employment representative in the Elizabeth City local employment office, is extremely modest in describing his activities in connection with The Community Handicap Shop. His groundwork sparked the Lions Club and other civic organizations and individuals in its development. This article was written in August, 1950. Soon afterwards, September 5, 1950, he was recalled to the service as First Lieutenant in the Army Air Corps, serving in the Pacific area until given reserve status in June, 1951.

Meanwhile, the Community Handicap Shop project with him away and the need reduced, slowed down, but had picked up again recently. For a few months Mr. Pendleton has been on detached service at Camp Lejeune as counselor and advisor of Marines on their employment problems as they are discharged from the service.

This article was sent to Perry Faulkner, chief of the Veterans' Employment Service, U. S. Department of Labor. He was so impressed with it that he had it reproduced, sending copies to VERs in all states. Letters of commendation have been received from practically all states and projects of a similar type have been promoted in several states.

bled persons and immediately placed orders with he ES Office for handicapped persons. It was no onger necessary to sell the employers on hiring dis-bled workers—they were already sold on the idea.

During the six months period following the open-ng of the Community Handicap Shop, 156 job orders vere received in the local ES Office for handicapped vorkers. All orders were promptly filled. Then ame the Korean war—the writer was recalled to ctive duty, the shop foreman and instructor accept-d a defense job, the handicapped workers were re-lacing other persons entering the Armed Forces and efense industries. Not one of the original group of handicapped workers is unemployed today. Those who are still living are now active members of the American team and are pulling their own weight in their country's program of defense mobilization.

It must be emphasized that no one individual or small group of persons could have made the Community Handicap Shop such a success. Several hundred persons played an important role in bringing this handicap program to a successful climax. Any doubting Thomas has but to visit Elizabeth City and ask the first person he meets on the street "Just what is being done for the handicapped people of Elizabeth City?"

Manpower-Industrial Characteristics of Major N. C. Areas

By MRS. E. DEKAY JOHNSON, *Labor Market Analyst, Bureau of Research and Statistics, ESC*

As the defense program continues to gather mo-nentum and the nation expands its civilian produc-ion to provide for a "bullets and butter" economy, hortages are certain to develop. Many of these hortages can be minimized by substitute or syn-hetic materials, mechanical and technological im-rovements and discoveries. Even manpower short-ges, serious as they may become, can be minimized y more complete utilization of persons currently in he labor force and by increased use of the large po-ential supply not now actively seeking work.

With the expanding defense program plus civilian anpower requirements, total national employment as risen steadily and, though showing the expected easonal fluctuations, it reached an all time peak of 1,580,000 as of September 1951. Even with this igh employment and with 63,186,000 persons in the abor force as of that date, there remained some 45,-70,000 persons 14 years and over not in the labor orce. An appreciable percentage of these individ-als constitute our potential supply and it is from hem that our additional manpower needs must be net. It is expected that the combined needs of de-ense industries, government, trade and services, griculture, and civilian production will push em-loyment to 63,400,000 in 1952. Considering the fact hat 42 percent of our population 14 years of age nd over are not now in the labor force, it appears hat our potential supply is adequate and that in ver-all terms manpower needs can be met without ndue hardship on the nation's economy. Specific roblems and shortages, however, can be expected to rise in areas where defense production is concen-rated, in selected industries, and in an increasing umber of occupations.

N. C. LABOR SURPLUS STATE

North Carolina is in a most favorable labor-emand-supply situation for this period, having long een a labor supply or surplus State and having, in ddition to a large labor force, a substantial potential upply of workers. During the period 1940 to 1950 hile the population of this State increased 13.7 per-ent, its industries expanded much more rapidly as s reflected by a 39 percent rise in covered employ-ent which went to an average monthly employment f some 661,400 in 1950 and then climbed to 686,000 or the second quarter of 1951.

The potential supply estimated at 124,000 persons s of September 1951 included about 76,000 unskilled. Of these unskilled, some 63 percent are trainable and under 45 years of age. Although subject to seasonal fluctuations and "more-than-seasonal" slumps due to heavy inventories and light orders in our textile and furniture manufacturing establishments, over-all employment in 1951 rose to a September peak and is expected to continue its upward trend in 1952 following a seasonal winter slump due primarily to tobacco processing layoffs. Despite this amazing industrial growth, North Carolina is still basically an agricultural State and over 62 percent of its population live on tracts of land of three or more acres.

STATE'S SIX 'METROPOLITAN AREAS'

In the light of growing manpower problems and anticipated shortages, labor market information is of increasing importance. Employment changes and prospects, extent of unemployment, worker surpluses and shortages, occupational prospects, etc., are of vital significance both to national economy and to local and national planning. In order to present such data in a uniform, comprehensive and concise manner the U. S. Department of Labor, through the affiliated Employment Security Agencies of the several states, has developed a program of regular labor market reports which analyze the employment conditions in major metropolitan and industrial areas of the Nation. Some 175 such areas have been defined as "Standard Metropolitan Areas" on the basis of population, industrial employment, and economic unity. Six of these areas are located in North Carolina, namely: Asheville, Charlotte, Durham, Greensboro-High Point, Raleigh, and Winston-Salem. Each of these six areas presents a different industrial and employment picture and together they tend to point up the industrial diversification in the nonagricultural economy of the State. These areas though having only about 22 percent of the population of the State have over one-third of the UC covered employment. The following tables indicate the trends and employment characteristic of these areas. All figures, except population, are as of September 1951:

	Asheville	Charlotte	Durham	Gr.-H. P.	Raleigh	W.-S.
Population (1950)	124,400	197,050	100,650	190,150	136,450	146,140
Total Civilian Labor Force	47,450	99,500	46,500	92,200	59,800	66,300
Unemployed	3,000	2,400	1,300	2,900	2,300	3,500
Employed	44 450	97,100	45,200	89,300	57,500	62,800
Non-Agricultural	40,000	92,600	43,200	83,500	48,300	59,000
Wage—Salary Workers	33,000	80,600	38,200	73,900	40,200	51,500
All Others	7,000	12,000	5,000	9,600	8,100	7,500
Agriculture	4,450	4,500	2,000	5,800	9,200	3,800

Save for normal seasonal fluctuations, stable or slightly increasing employment is anticipated in 1952 by most establishments now operating in these areas. The latter assumption is, of course, based on such circumstances as expected increase in orders, availability of materials, and continued general economic prosperity.

A brief summary of the industrial pattern of each of the areas "points up" their differences and reflects the diversified non-agricultural economy of the State.

Asheville, Buncombe County

This area has the smallest percent of its population employed of the six metropolitan areas, for it has only about 38 percent of its population in the labor force. Job opportunities are relatively few and outmigration to defense and more highly industrialized regions has resulted in a steady though gradual decline in the labor force during the past year. It is a mountainous area whose tourist business accounts for much of its employment. Over two-thirds of the non-agricultural wage and salaried workers are in non-manufacturing establishments with 63 percent of these being in service and trade. Manufacturing, which employs only some 11,000 persons, is centered in textile mill products and chemical and related products, which hire two-thirds of the total engaged in manufacturing.

The unemployed group, as of September 1951, consisted of some 1,200 males, 1,800 females (400 veterans and about 400 nonwhites). In addition to these there is a large potential supply of workers. It is expected that the number of unemployed will rise to over 3,700 during the first months of 1952. The plans of the Oerlikon Tool and Arms Corporation, however, to construct and staff a large plant in this area will change the employment picture and trends materially and when construction begins shortages in certain occupations may well develop.

Charlotte, Mecklenburg County

This, the State's most populous area has a labor force which is slightly over half of its total population. This is partially due to the fact that numbers of these workers incommute from adjacent counties which are less highly industrialized. Charlotte, though considered by many to be a manufacturing area, is predominantly a trade center for the southwestern part of the State with employment in trade outnumbering total employment of all manufacturing establishments and with three-fourths of its wage and salaried workers in non-manufacturing industries. Services (except domestic) rank high in employment, hiring about a fourth of the total nonmanufacturing workers and transportation, communication and public utilities about 16 percent. The chief manufacturing industry of the area is textiles which employs about 40 percent of the manufacturing total; next comes food and kindred products with 17 percent; and, machinery with 9 per cent.

The unemployed group, as of September 1951, consisted of some 1100 males and 1300 females. In addition to these there is a large supply of potential workers, primarily white females, who would be available for suitable local employment. It has been noticed that more men and women over 50 years of age are seeking work due to the economic pressure caused by increased living costs and taxes. No appreciable change in the labor supply picture is expected in the near future and the area forecast is for relative balance in labor-demand-supply, gradual employment increases being balanced by an increase in the labor force through new entrants and re-entrants.

Durham, Durham County

This area, known for its tobacco processing industry, experiences the employment fluctuations which may be expected where almost 10 percent of the wage and salaried workers are employed for a period of less than six months duration. Initial seasonal hires usually begin in July, layoffs start in October and by April or May the industry is back at its non-seasonal level of some 5,500 workers. Important as tobacco processing is to the economy of the area (about 24 percent of the wage and salaried workers) trade is almost as important, employing some 22 per cent. The manufacture of textiles comes next with about 11 percent.

Despite seasonal fluctuations, the employment trend of the area was slightly upward during 195 with increases in tobacco processing, manufactur of electrical machinery and trade overbalancing rela tive stability or slight losses in other industries an resulting in an over-all increase of some 2 percent No important new or expanding industries or firm are expected to increase employment of the area bu more employers are optimistic and look for bette economic and employment conditions.

Unemployment, as of September 1951 was at low ebb (total 1,300—females 1,000). To these ca be expected to be added many of the laid-off tobacc processing workers and by March the number ca be expected to rise to between 3,600 and 3,700.

Greensboro-High Point, Guilford County

This area has a labor force equal to almost half o its population due in great part to incommuting fro nearby Davidson and Randolph counties to the in dustrialized High Point area. Manufacturing is ver important and about 47 percent of the wage an salaried workers are so employed. Of those engage in manufacturing 57 percent are in textiles, 11 pe cent in furniture, 9 percent in apparel and 4 percer in food and kindred products. The cities of Green boro and High Point, with a combined population o 114,400, are important trade centers and account fo the fact that over 18,000 persons (one-fourth o the wage and salaried workers) are engaged in reta and wholesale trade.

Seasonal, and "more than seasonal" employme fluctuations, layoffs, short work weeks and alterna ing work weeks resulted in uncertainty and emplo ment declines in most manufacturing industries 1951 with furniture suffering heaviest losses. No manufacturing, on the other hand, increased slight despite construction declines. Though some unce tainty is still felt in the principal manufacturing i dustries it is believed that 1952 will see a gradu increase in employment and greater economic st bility.

Unemployment which fluctuates according to t season, ranged from a high of some 5000 in July 19 to a low of 2,900 in September. The seasonal patte of employment and unemployment can be expect to be followed next year but may level off due greater economic stability and increasing emplo ment in the major industries.

Raleigh, Wake County

The employment picture of the area is dominated by non-manufacturing industries of Raleigh, the capital city, whose population represents almost half of that of the entire county. Employment is heavy with some 44 percent of the population being in the labor force. Non-manufacturing is most important, representing about 84 percent of the wage and salaried workers. Of these, trade accounts for 29 percent, services 26 per cent, and government 18 percent. Manufacturing, employing some 6,500 to 6,700 persons, is primarily that of food, textiles, and lumber, these three accounting for two-thirds of such employment. Agricultural employment is more important than in any of the other metropolitan areas and 15 percent of the total labor force is so engaged.

All industrial groups experienced rising employment during 1951 with the number of wage and salaried workers increasing almost 10 percent. Seasonal reductions are expected during the first four months of 1952, but after that new and expanding firms plus rising employment in most existing industries should further expand the labor force.

Unemployment, which fluctuated from a January 1951 high of 3,600 to a July low of 2,000 was estimated at 2,300 in September (900 males—1400 females). Following the expected seasonal gain in unemployment during the first months of the year it can be expected that unemployment of the area will be very low in 1952 and that there will be an increasing number of women and older persons reentering the labor market for available jobs.

Winston-Salem, Forsyth County

This area, also known for its tobacco processing industry, experiences the employment fluctuations which may be expected where over 5 percent of the wage and salaried workers are employed for a period of less than six months. During the November peak some 13,300 persons work in this industry and the non-seasonal level of 10,600 is reached about May. Trade and services fluctuate with these seasons and the resulting changes in purchasing power of the area. Manufacturing employment is 60 percent of the wage and salaried workers with tobacco accounting for 42 percent, textiles 26 percent and machinery 15 percent. Wholesale and retail trade hire about half as many persons as are engaged in tobacco processing, while service, government and transportation employ another 10,500.

Despite seasonal fluctuations, the employment trend of the area was upward during 1951 with all industries showing stable or increasing employment except furniture and fabricated metals which dropped slightly due to uncertainty of orders and shortage of materials. Substantial gains were made in manufacture of machinery and in transportation. Normal seasonal decreases in employment are expected through March but then the influence of expanding machinery manufacture, transportation and communication should be felt and reverse the trend.

Unemployment, which fluctuates according to the tobacco season, reached a maximum of some 6,400 in March and by September was down to 3,500, the low for 1951. The number of unemployed persons can be expected to increase through early spring, then the trend will be reversed. Usually from 60 to 65 percent of the unemployed are females and over half are non-whites.

Employment Office Services; Record and Outline of Work

By JOHN C. MULLEN, *Supervisor, Employment Office Services, ES Division, ESC*

Since the beginning of the operation of a Public Employment Service in North Carolina, the local offices have operated independently in filling employer orders, except for such job openings as were cleared under formal clearance procedures. In a labor market, such as existed in 1938 and 1939, this method of operation was successful and adequate from the standpoint of supplying demand. Early in 1940, this system was revised and preparations were made to serve the war preparedness program more effectively.

Recruitment of workers by North Carolina local offices began on a large scale during July and August, 1940, with the beginning of construction work in the enlargement of Fort Bragg. This recruitment was conducted at first in the Eastern part of the State but finally extended through all offices. Recruitment for this project continued during 1941, 1942, and 1943. The peak employment of construction workers reached a total of 66,000. The first branch office in the State was established on this post with personnel there devoting full time to the recruitment and placement of workers for the project.

Camp Davis was the next project to demand recruitment on a large scale, beginning in December, 1940. This project at first was supplied construction workers by adjacent offices, with some of these offices supplying as many as 5,000 workers in a 90-day period. The recruitment for the project continued during 1941 and 1942 with the peak employment of construction workers reaching approximately 33,000.

Recruitment for Camp Lejeune began in April, 1942, and continued through 1944. The peak employment reached a total of 100,000 construction workers. Cherry Point Air Base was the last construction project which required a large number of construction workers. From August, 1942, through 1944, with a recruitment being conducted on a State-wide basis, approximately 43,000 construction workers were recruited to staff this project.

During the period that State-wide recruitment was conducted for the above mentioned projects, smaller construction projects were opening over the State and made heavy demands for workers. Recruitment during 1940, 1941, and 1942 was mainly confined to recruiting construction workers for military bases, airfields, war plants and war housing projects. In addition to filling the demands of employers in North Carolina, a great amount of recruiting was conducted during 1943, 1944, and 1945 for out-of-State employers. These employers were hiring war workers to work in the states of Virginia, Maryland, Tennessee, Ohio, New York, New Jersey, Connecticut, Michigan, Delaware, Washington, Oregon and many others. During 1943 the clearance system for recruitment

of labor was changed in many ways. The requirement that an employer subscribe to the Ten Points precedent to clearance of an employer order was made effective. This requirement greatly improved recruitment in that housing and transportation were guaranteed upon being hired.

In July, 1943, an agreement was made between the War Manpower Commission and the Civil Service Commission which coordinated recruitment activities of the two agencies. This agreement resulted in a better understanding of labor needs and greatly improved recruitment results.

Due to the fast changing labor market conditions during 1943, local Employment Service offices needed to be currently informed of job openings in the entire State. As a consequence, a system was developed whereby these job opportunities could be brought together and utilized by all local offices without delay. This system was known as N.C. C-10, Weekly List of Job Openings. The issuance of the C-10 started on November 13, 1943, in a few selected offices and by January, 1944, it was operating on a daily basis in all offices in the State.

Intensified recruitment in all local offices to fill orders for war construction projects and war production plants required practically full time personnel. Through the use of Manpower Recruiting officers and employer-paid advertisements, sufficient labor was recruited to meet the demand for war workers. During the period from January, 1944, to August, 1945, a total of 13,463 intra-state placements were made through the use of State-wide clearance of employer orders.

The Tennessee Valley Authority project, located at Fontana Dam, was accepted by North Carolina for staffing purposes from Region VII. States in Region VII were experiencing difficulty in meeting labor demands for this important project. A branch office was established at the job site and through the use of Manpower Recruiting officers and State-wide recruitment, this project was fully staffed and completed on due date.

In addition to meeting demands within the State, other states in Region IV (Virginia, Maryland, West Virginia and District of Columbia) were given assistance in supplying their labor demand. From January 1, 1944, through August, 1945, a total of 13,802 workers from North Carolina were placed in the above states on war jobs having high manpower priority ratings. Some of these plants included Glenn L. Martin, Maryland Shipyards, Norfolk Navy Yard, Naval Operating Base, Langley Field, Newport News Port of Embarkation, Radford Ordnance Works, Newport News Shipbuilding and Dry Dock Company and various governmental agencies.

During this same period, 6,296 workers were placed in industries essential to the war effort outside Region IV. These included Kaiser Company, Tennessee Eastman Corporation, Carnegie-Illinois, H. J. Heinz, E. I. du Pont, Bell Aircraft Corporation, West Coast Ship Repair Yards, California Shipbuilding, Seiberling Tire and Rubber Company, Ohio and Michigan Light Alloys and many others.

Company hiring representatives for all out-of-state employers were stationed in local offices throughout the State. Workers were hired before leaving North Carolina. Transportation was paid by employer to the job site and housing was available for workers. Itineraries were arranged by the Clearance Section for the company representatives who conducted pooled interviews in practically all offices in the State. A summary sheet was issued weekly to all offices indicating itineraries of the representatives.

With the advent of V-J Day and the cancellation of many war contracts, out-of-state recruitment automatically came to an end.

In order to assist skilled and professional veterans and war workers in obtaining peacetime employment in North Carolina, a system of applicant clearance was developed in December, 1944, and was known as the N.C. C-15, Weekly List of Job Applicants in Selected Occupations. The C-15 procedure was replaced approximately three years ago by the use of individual Available Applicant forms which are currently being used. The former C-10, used by this State, was replaced by the State Inventory of Job Openings now issued bi-weekly by all states.

Recruitment of workers between local offices and adjoining states immediately took on new life at the beginning of the Korean conflict and today out-of-state employers are recruiting workers for essential employment in eight or ten different states. The out-of-state recruitment of workers is for employment in airplane manufacturing plants, munitions and ordnance plants and ship yards. Approximately 2300 qualified applicants have been recruited for out-of-state employment in the past eight months.

It is always the purpose of the Clearance Section, whether in war or peacetime, to promote the clearance of surplus applicants into areas where suitable job-openings exist.

Job Study Made of Processes in Furniture Manufacturing

By BLANCHE LANCASTER, *Chief Occupational Analyst, ES Division, ESC*

The Employment Service prepared in 1947 a State-wide industry study of furniture manufacturing in North Carolina. This study covered 276 different job classifications in the making of wooden household and office furniture. This information was needed by local Employment Service offices in order to make better selection of applicants for referrals to job openings in one of the largest industries of the State.

In preparation of the study the occupational analysts visited 24 furniture factories and three trade associations in the leading furniture manufacturing centers. A pilot study was made in one large furniture plant employing around 600 workers. Jobs were observed and workers and plant officials interviewed in gathering first-hand information as to what the worker actually did on the job, the skills and knowledges necessary for job performance, and the training time necessary to learn the job. This information was then checked in other furniture factories in 16 different localities in the State and 41 photographs taken showing the worker at his machine or job station.

The contents of this publication covered the geographical and historical background of the industry

n the State; process descriptions by departments, aking the rough lumber as it is received on the yard hrough the seasoning, cutting, shaping, assembling, inishing, upholstering, packing, and shipping; brief ummaries of the 276 jobs; a typical staffing sched- ule, showing the distribution of jobs by departments and by levels of skill, number of workers on each job, raining time, and suitability of jobs for women.

Analysis of these staffing patterns showed that the argest segment of the workers in the furniture in- dustry (58%) were in the semi-skilled group, engag- ed in mass production under the supervision of a smaller group of highly skilled craftsmen.

The proper selection of trainees for this largest group of workers had been a problem both for the employer and the Employment Service. The infor- mation contained in this furniture industry study was used as the first step in developing aptitude tests to aid in the selection of such trainees. Approx- mately 150 experienced workers were given a gen- eral aptitude test battery and preliminary tests were developed for Assemblers, Upholsterers, and Saw Operators. These tests are now being used in a number of Employment Service offices.

The initial distribution of this publication "Fur- niture Manufacturing in North Carolina" was to 300 or more furniture factories in the State through the local Employment Service offices to firms in their areas, to the public libraries, schools and colleges of the State.

In addition to this initial distribution, around 1000 request copies have been distributed within and outside the State. These copies have been supplied to 33 of the 48 State Employment Services, 15 libra- ries and 20 furniture companies outside the State, and to three foreign companies.

North Carolina State College has since used this publication as one of the texts in its course in Furni- ture Manufacturing and Management.

Tobacco Issue Sparks Move for Huge Tobacco Celebration

The "Tobacco Issue" of "The E.S.C. Quarterly", published last fall, set the spark which has caught up and may result in a nation-wide celebration pay- ing tribute to that commodity in which North Caro- lina stands first in production, processing, warehous- ing and marketing—Tobacco.

When Dr. I. O. Schaub, former dean, now retired, but still consultant of the School of Agriculture of N. C. State College, read in that issue that the acci- dent which led to the bright leaf process of curing tobacco occurred around 1856, it slapped him in the face—the thought that a Centennial Celebration should be held. He called M. R. Dunnagan, editor, and was given additional references. He read more, then contacted others. Dr. Schaub, W. P. Hedrick, tobacco marketing specialist, N. C. Department of Agriculture, and others, presented their thoughts to Governor W. Kerr Scott.

While Governor Scott was Commissioner of Agri- culture, he had proposed and promoted what became The North Carolina Tobacco Advisory Council, com- posed of representatives of all groups interested in tobacco, from seed to smokes. In 1945, Governor Cherry set it up. Governor Scott referred the matter to this Council at a December meeting.

This group held a called meeting at the Sir Walter Hotel, Raleigh, at 6:30 on January 11. Ralph W. Cummings, State College, ex-officio chairman, pre- sided. Carl T. Hicks, president, the Flue-Cured To- bacco Cooperative Stabilization Corporation, is vice- chairman, and W. P. Hedrick, executive secretary. Additional members present were E. Y. Floyd, Dr. J. H. Hilton, L. Y. Ballentine, Fred S. Royster, J. Con Lanier and L. T. Weeks; and advisory: Charles Park- er, M. R. Dunnagan, D. S. Weaver, John Fox, Will Rodgers, I. O. Schaub, Frank Jeter, F. M. Parkinson, J. S. Dorton, W. E. Colwell and Robert W. Shoffner.

John Fox, as committee chairman, outlined a sug- gested plan for holding a more extensive celebration or exposition in Raleigh. After discussion, it was de- cided to name a committee to contact all tobacco in- terests and allied industries in the State and arrange for a later meeting of all such interests to consider further a celebration or exposition. Dr. Schaub ap- proved the expansion of his original plan.

Named by Dr. Cummings to this committee were: J. Con Lanier, chairman; Fred S. Royster, E. Y. Floyd, L. T. Weeks, L. Y. Ballentine, W. P. Hedrick, Arch B. Taylor and I. O. Schaub.

These letters to M. R. Dunnagan are apropos:

From I. O. Schaub, former dean, now consultant, School of Agriculture, N. C. State College:

"I wish to express my appreciation and to commend you for the Tobacco Issue of 'The E.S.C. Quarterly'. I read this with a great deal of interest for it brought together much information regarding the tobacco in- dustry that had not come to my attention.

"In the section regarding bright leaf tobacco pro- duction you mentioned the fact that the process was really developed about 1856. The thought occurred to me that within two or three years we should cele- brate in some form the centennial of that important development. Accordingly, I wrote to Governor Scott calling his attention to that event with a suggestion that there might be some form of celebration. The Governor in turn referred it to several other people and I am glad to advise that a number of people are giving the matter consideration and in all likelihood there will be some special form of recognition of this centennial.

"You brought out many other facts of real interest to anyone interested in tobacco and I just wanted to express my appreciation. I hope that you will in the future give us similar issues of your publication deal- ing with other commodities".

From W. P. Hedrick, tobacco marketing specialist, N. C. Department of Agriculture, and executive sec- retary, North Carolina Tobacco Advisory Council:

"I wish to take this opportunity of complimenting you on a real contribution to the tobacco industry of North Carolina. The Summer-Fall issue of 'The E.S. C. Quarterly', 1951, devoted to tobacco, contains more enlightening information on the development, growth and importance of the industry to the State than any similar publication ever assembled.

"The various articles contained in the issue clearly point to why the economic stability of our State is so dependent upon the availability of skilled labor to maintain our place as *first* in tobacco production, processing, warehousing and marketing".

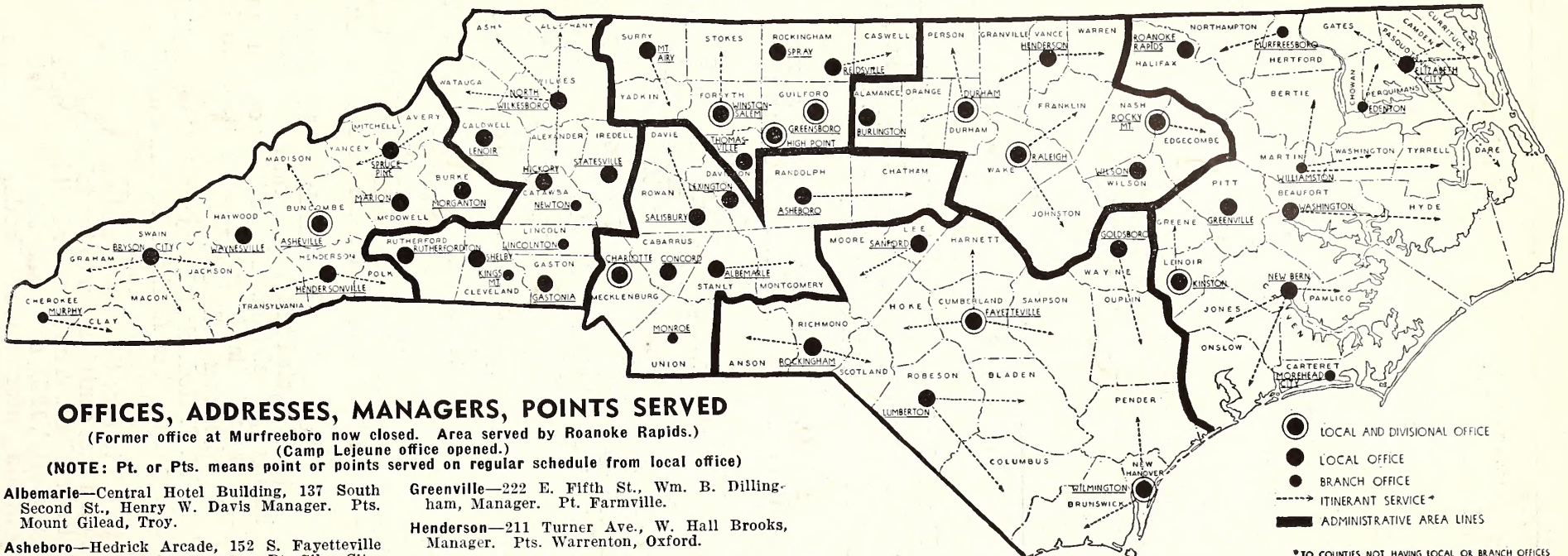
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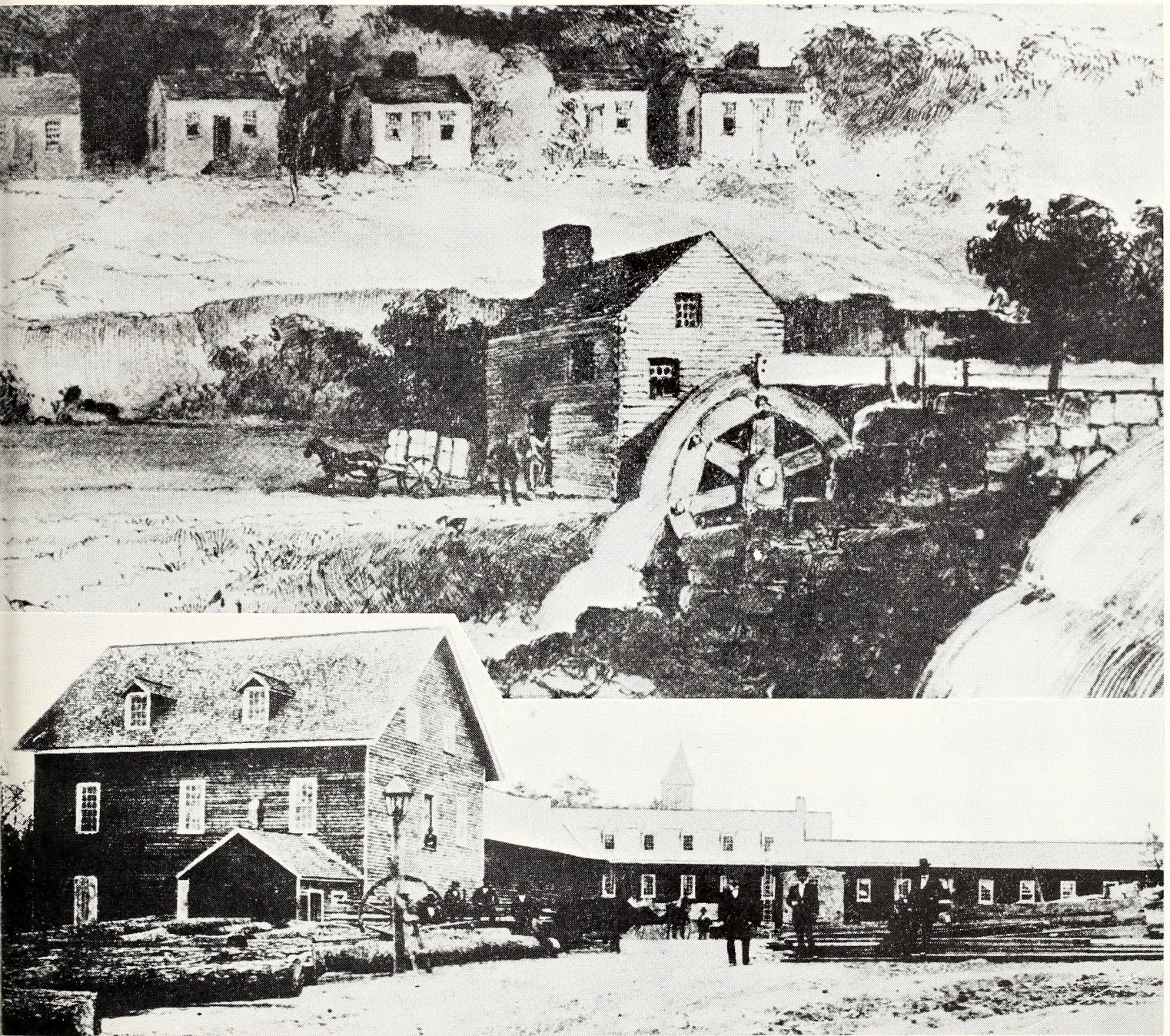
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THE E. S. C. QUARTERLY

VOLUME 10, NO. 3-4 SUMMER-FALL, 1952

North Carolina Leads All States In Textile Production; Due to Huge Recent Increase in Finer Yarns and Fabrics



Two North Carolina Firsts—Early Schenck & Warlick Mill, Lincoln County (above) and Battle Mill, now Rocky Mount Mills, longest continuous operation at one site and in one family (see pages 73 and 92)

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Employment Security Commission of North Carolina

RALEIGH, N. C.

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The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 10, Numbers 3-4 Summer-Fall, 1952

Issued four times a year at Raleigh, N. C., by the

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TEXTILES IN NORTH CAROLINA

North Carolina has forged ahead of all other state in the nation in the manufacture of textiles. During the first quarter of this century the emphasis was on building new spinning and weaving mills and in stalling more spindles and looms. In the second quarter of the present century spindles and looms have actually decreased in number. The emphasis has been on installing finer types of machinery and expanding operations in developing finer yarns and fabrics and in dyeing and finishing the fabrics produced, instead of shipping goods to other areas for the higher skilled processing.

Important in the movement for producing and finishing higher quality textiles is the rapid expansion in the manufacture of hosiery. The original plan for this issue was to include hosiery along with textiles. Due, however, to the important development of the hosiery manufacturing industry in North Carolina, it was decided that textiles, in the limited sense, is so important that it furnishes plenty of material for an issue. And, it was realized, hosiery merits an issue devoted to that industry alone. That is the plan for the next issue.

Textiles have moved a long way since the days of the Schenck & Warlick Cotton Mill in Lincoln County and the Battle Mill at Rocky Mount. They were forerunners of the cotton and woolen mills at Spray, the cotton and then the woolen mill at Elkin, the mills at Salem and Roanoke Rapids and in Gaston County all along streams for water power. Development of steam power allowed mills to move to higher ground. Now electricity is the motive power. The next step may be to atom power.

North Carolina developed her textile industry gradually, but with increasing momentum in this century. Profits from the cheaper fabrics of the early days were ploughed right back into the industry, for newer and better equipment. Now this State contains some of the most modern plants and most up-to-date machinery in the nation and the world. Today North Carolina has more superlatives—the most of this or the greatest of that—than any other state. Textile mills provide more employment than all other activities in the State combined—those activities subject to the Employment Security Law.

The days of long working hours and poor pay have long since passed. Employees of textile mills in this State are well paid for their labors, work in pleasant plants and live in comfortable homes. Employers realize the value and importance of these conditions to the well-being of their employees and to the success of their enterprises. Safe working conditions, pleasant surroundings, provisions for hospitalization and retirement, paid vacations, cafeteria service, recreational facilities for workers and their families and other benefits are the rule today.

Historical, statistical and sociological (see page 76) articles appear in this issue. Leaders in various textile activities contribute valuable articles. A list of the textile plants (exclusive of hosiery) is carried. Articles are carried on about 25 of the larger plants. These started small, all of them, and have reached their importance today by application of brain and brawn, usually with little capital. Many others should be included in these pages—it is a matter of regret that all could not be given detailed attention.

A Few Yarns, Fabrics, with End Products, Manufactured in State's Textile Plants



ranged by Mabel F. LaBarr

Photo by Robert M. du Bruyne

Efforts were made to get pictures of many of the arns, fabrics and end products produced in North arolina textile plants. Many of the mills respond- l and these items are shown in the picture on this age. Items in the picture were produced (with veral end products) by North Carolina mills as llows: Erwin Mills, Inc., Durham; American Enka Corp., Enka; Fieldcrest Mills, Leaksville-Spray-Draper; Cone Mills, Inc., Greensboro; Firestone Textiles, Gastonia; Threads-Incorporated, Gastonia; J. P. Stevens & Co., Greensboro; Collins & Aikman Corp., Ca-Vel (Roxboro); Robbins Mills, Inc., Aberdeen.

Textiles Employ Over One-Third of N. C. Covered Workers

HUGH M. RAPER, *Director, Bureau of Research and Statistics, ESC*

The economic well-being of the textile industry in North Carolina is of vital concern to those administering the Employment Security Program in the State. This is true because the covered employment for the textile group constitutes more than one-third of all employment covered under the program, and it accounts for more than 55 percent of all manufacturing employment covered by the program. Textile employment in the State is a weighty indicator used for measuring the trends in the economy of North Carolina.

These data relate to the major industrial group specifically defined as the Textile Mill Products and includes establishments engaged in performing any of the following operations without regard to type of fiber used: (1) Manufacture of yarn, thread, cordage, twine; (2) manufacture of woven fabric, carpet and rugs, laces, knit garments (including hosiery), knit fabrics and other products from yarn; (3) dyeing and finishing fibers, yarns and fabrics; and, (4) coating, waterproofing and otherwise treating fabric. It excludes jobbers and converters who do no manufacturing and also excludes plants engaged in rubberizing fabrics.

The employment and wages for the various component segments of the textile group are shown below. It should be noted that some establishments, such as rug makers, perform all operations such as scouring, combing, yarn making, etc. and in such instances the *one* assigned code for such firm usually is that process employing the greatest number of people rather than the end product.

Industry Code	Type Production	No. of Reporting Units	Av. Monthly Employment in 1951	Total Wages in 1951
221	Scouring and Combing	5	85	$ 178,425
222	Yarn and Thread Mills	791	60,525	148,945,050
223	Broad-woven Fabric Mills	663	105,175	283,218,700
224	Narrow Fabrics	76	1,305	3,375,300
225	Knitting Mills (Incl. Hosiery)	1,814	57,060	137,059,100
226	Dyeing and Finishing	102	5,905	16,706,600
227	Carpets, Rugs, Linoleum, etc.	36	315	527,350
229	Misc. Textile Goods	117	2,205	5,510,625
		3,604	232,575	595,521,100

In 1951 there was some textile employment in 7[illegible] of the 100 counties. In nine counties the textile industry had less than 100 covered workers.

The county distribution according to average number of workers in employment in the year 1951 follows:

No. of Workers	*No. of Counties*
More than 10,000	4
5,000 to 9,999	12
2,500 to 4,999	9
1,000 to 2,499	19
500 to 999	7
100 to 499	12
1 to 99	9

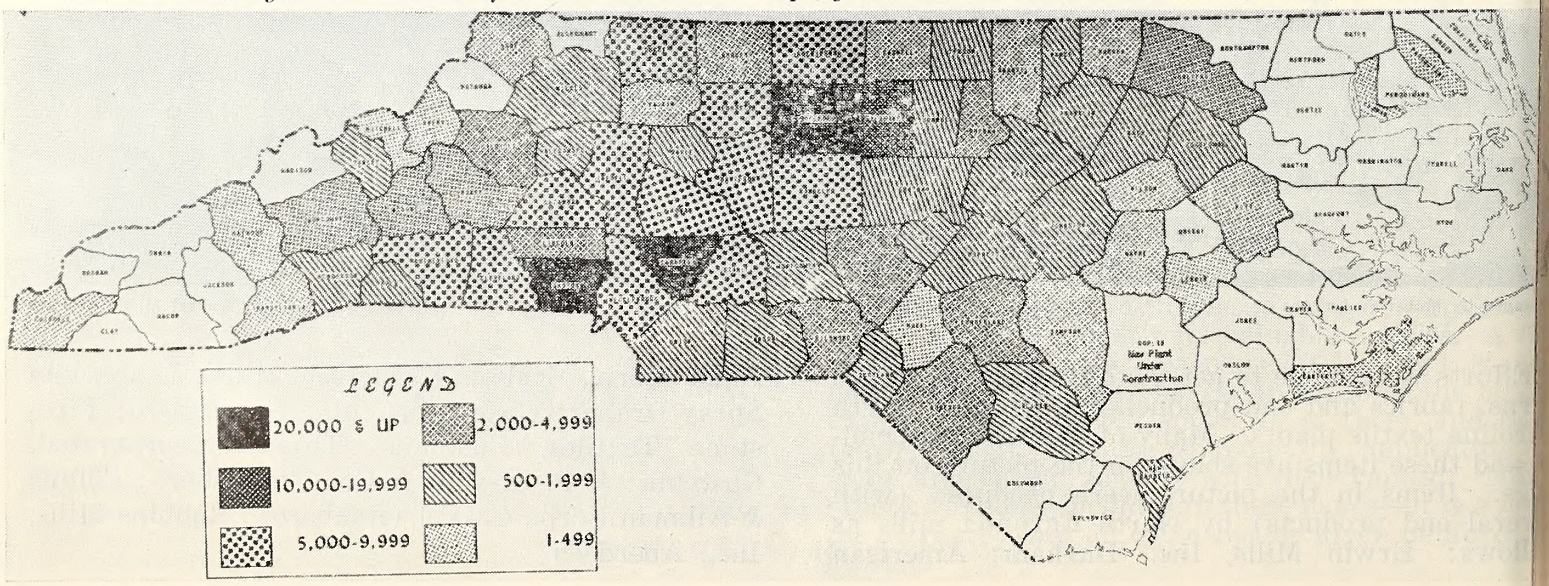
Wage and employment data for the 22 counties having 2,500 or more workers are shown below:

State Total And County	No. of Reporting Firms	Average Monthly Employment	Total Payrolls in 1951
1. Gaston	83	27,677	$69,641,300
2. Cabarrus	22	22,804	57,440,598
3. Guilford	59	19,939	57,801,576
4. Alamance	77	13,641	36,784,705
5. Catawba	97	9,540	21,467,963
6. Forsyth	20	7,779	19,580,824
7. Randolph	46	7,608	20,776,299
8. Cleveland	30	6,843	16,602,298
9. Rowan	16	6,514	15,653,947
10. Rockingham	11	6,321	16,768,451
11. Rutherford	14	6,246	16,498,437
12. Surry	50	5,723	14,984,032
13. Davidson	32	5,551	12,935,343
14. Iredell	17	5,514	14,756,426
15. Stanly	11	5,299	12,359,486
16. Richmond	10	4,297	11,704,858
17. Burke	31	4,270	10,416,761
18. Halifax	4	3,864	9,499,070
19. Buncombe	20	3,771	9,993,184
20. Durham	11	3,574	10,828,578
21. McDowell	19	3,033	7,877,302
22. Lincoln	17	3,011	6,785,568

All of the 28 counties reporting no covered textile employment in 1951 are found in either the coastal or the mountain area. All Piedmont counties have some textile production.

In terms of employment North Carolina leads th[illegible]

County Distribution of E.S.C. Covered Employment in Textiles—Second Quarter, 1951



Nation in the manufacture of textile mill products. Data for the first quarter of 1951 for the Nation and elected states having 50,000 or more engaged in extile employment follows:

STATE	Employment* in March 1951	% of Nation's Employment in Textiles	Gross Wages First Quarter
nited States	1,317,960		$978,850,000
orth Carolina	243,610	18.5	159,246,000
ennsylvania	152,268	11.6	114,007,000
outh Carolina	140,385	10.7	98,148,000
eorgia	115,042	8.7	75,347,000
lassachusetts	110,983	8.4	93,382,000
ew York	92,580	7.0	77,917,000
hode Island	57,478	4.4	47,099,000
ew Jersey	57,317	4.3	57,062,000
labama	56,032	4.3	38,192,000

*Data from Department of Labor release "Employment and Wages," November 1951

Since textile employment makes up more than a third of the covered employment, when conditions are not good in textiles unemployment costs reflect this situation. The table which follows shows something of the cost influences produced in recent years.

Rate Computation for Calendar Year	Benefit Charges as percent of Taxable Payrolls	
	All Industries	Textile Industry
1950	1.54	1.71
1951	1.48	2.08
1952	0.73	0.97

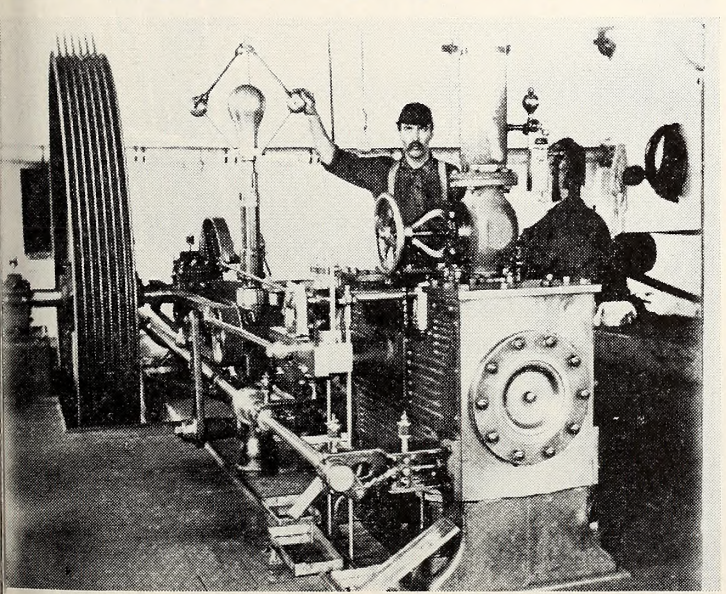
The influence of the 1949 recession which hit textiles hard is reflected in the cost pattern of recent years and accounts for the concern of the Employment Security Program in the part textiles play in the State's economy.

N. C. Increases Lead as Nation's Premiere Textile State

By HENRY LESESNE, *Roving Editor, Textile Information Service*

As textiles go, so goes North Carolina. There is no other state in the nation to which textiles are so important to the economy than North Carolina. Two out of every three industrial employees in the state is a textile operative. The Tar Heel state is the largest textile manufacturing state in America, and textiles constitute by far its biggest industry. This despite the fact that North Carolina, the leading manufacturing state in the Southeast, has large tobacco and furniture manufacturing industries. North Carolina's principal city, Charlotte, is regarded as the "capital" of the textile industry.

The American Cotton Manufacturers Institute, Inc., which represents over 85 percent of the spindleage of the American industry, both Southern and New England, has its main offices in Charlotte. In fact, there is such a great concentration of the industry in and around Charlotte and Gastonia that only two other areas in the world can even compare with it on a textile poundage basis—Lancashire, England and Osaka, Japan. Within a 50-mile radius of Charlotte there are more spindles—the industry's measure of productive capacity—than there are in all the New England states put together. North Carolina leads the country in number of spindles in place with 6.1 million, and its sister state, South Carolina, is second with 5.9 million.



An old steam engine used in cotton mill at Spray around 1905.

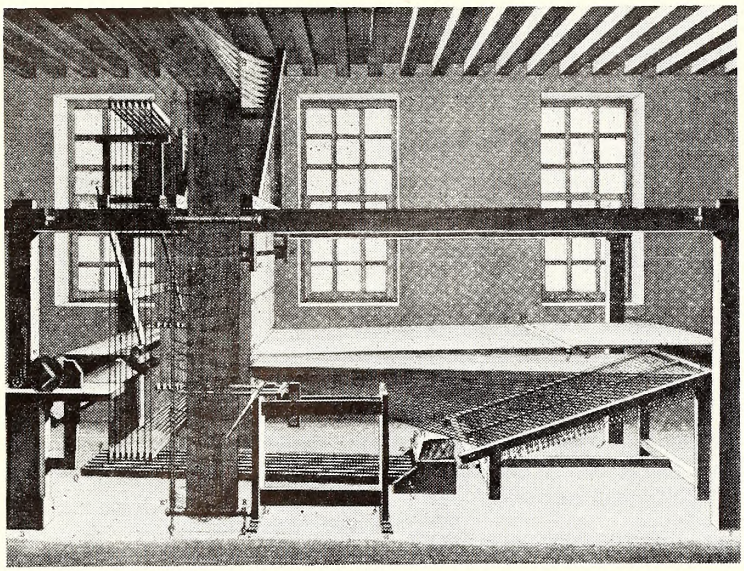
N. C. AND TEXTILES GROW UP

It has been remarked that North Carolina, which is generally regarded as the South's most progressive state, and textiles have sort of grown up together. Textiles were North Carolina's first manufacturing industry. Textiles played the pioneer role in transforming the state's purely agricultural economy into one of balanced agriculture and industry. It is interesting to note that in 1900 the value of the state's farm crops just about balanced the value of its manufactured products. The value of its manufactured products today is over seven times greater than the value of its agricultural commodities.

Perhaps there is no industry in America which better exemplifies the American philosophy of free enterprise than textiles. Of the big industries it is the most competitive. It is, of course, Big Business when measured by its half million employees, its six billion dollar annual output, its annual payroll of well over a billion dollars. But actually the industry is a collection of small businesses. Its great magnitude does not imply giant corporations, but a number of relatively small units, a thousand or more, no one of which makes up more than four percent of the total. The average unit accounts for only a minor fraction of one percent of the industry's business.

FIRST COTTON MILLS BUILT

What was the beginning of the industry in North Carolina? It depends on what we mean by "beginning". As early as 1775 the Safety Committee of Chowan county had raised a fund of 80 pounds sterling to encourage a British textile mechanic to come here and start a cotton manufacturing business, but the Revolutionary War interfered with this project. Then, in 1789, the North Carolina Legislature authorized Christopher Taylor to raise by lottery $5,000 a year for seven years to establish a factory that would spin, weave and dye cotton. But the mill was never built—perhaps because the North Carolinians



Reproduction of original engraving (1760) of old velvet loom, predecessor of modern Jacquard loom, developed by Jaseph Jacquard in France.

of that day did not fully approve of the method of raising capital.

Nevertheless, the thrifty people of the state were turning out textiles through home industries and in 1810 North Carolina families produced nearly $3 million worth of handicraft textiles, even surpassing Massachusetts by many hundreds of thousands of dollars. One of the first—maybe the first—successful cotton mills in the South was built in North Carolina in 1813 by Michael Schenck and Absalom Warlick—the Lincoln Cotton Factory, near Lincolnton. But it was to be a long time—indeed, until well after the Civil War—that North Carolina would assume a place of real importance in cotton manufacturing.

There were few cotton mills in North Carolina even in the so-called Golden Age of the South—the era about which the romanticists still rhapsodize and probably always will. That was the day when the new monarch, King Cotton, was coming into all his glory with the invention of the cotton gin. There might have been some hope even then that the seeds of a manufacturing empire would take root in the South, but the fact that cotton growing was an easy road to wealth inhibited the idea of large scale manufacturing. The "white gold" has been grown extensively before; but now the cost of cotton growing was so reduced that the market for it expanded with amazing rapidity. The land and climate of the South were suited to growing cotton and the world was clamoring for it. The slave population increased by leaps and bounds and the great plantations of the South grew greater. What was the need for industrialization?

BATTLE MILL CONTINUES

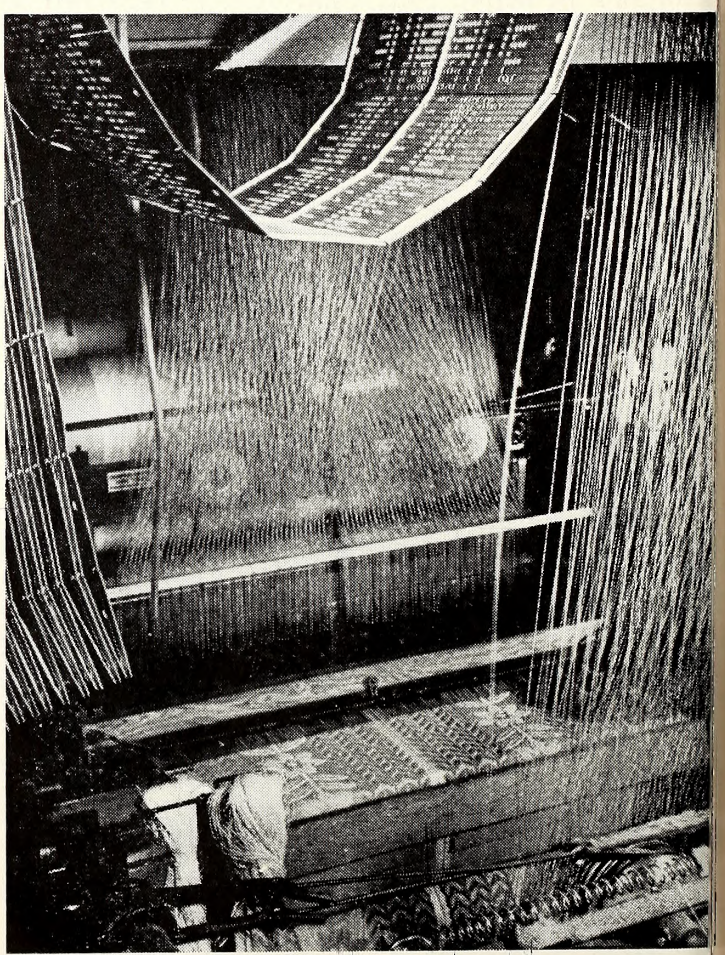
The idea was abhorrent to the easy-going land of cotton. Skilled immigrants from Europe were flocking to the New World and to freedom and opportunity. But they shunned the South. They knew better than to try to compete with the slave labor of the South and there was no place in the Southern economy for the artisan or the man with a mechanical skill. Yet in every age there are pioneers and trail-blazers—men ahead of their time—and even then there were a few men with great vision, stou heart, imagination and courage.

It was in such a lush age and in an era and plac not altogether sympathetic with manufacturing en terprise that Michael Schenck, a native of Lancaste county, Pennsylvania, who had come to North Caro lina about 15 years earlier, established his factor at Lincolnton. At the same time Joel Battle, a larg plantation owner in Eastern North Carolina nea Rocky Mount, was dreaming of a cotton factory. H and his brother-in-law, Peter Evans, and Henry A Donaldson, a man who had had some cotton mill ex perience and whom they persuaded to come to Nort Carolina and enter a partnership, founded a cotto mill at the shoals of the Tar River near Rocky Mount That mill continues in operation today under th management of the same family. It is the oldes mill in the South still in operation, and through a those years the Rocky Mount Mills has stood out a one of the most modern and efficient units of th cotton spinning industry.

HOLT DEVELOPS DYEING

One of the most successful of the early mills in th state was built soon after 1830 by E. M. Holt o Alamance Creek in Alamance County. Holt bega to find it difficult to dispose of his yarn and he bega the manufacture of a coarse cloth known as "Ala mance plaids" and the product became known fa and wide. In fact, it was so popular that even toda in the central part of the state people occasionall use the term "Alamance" as a synonym for coars ginghams.

It was due to chance that Mr. Holt solved h



Intricate patterns are woven on this modern Jacquard loo many of which operate in North Carolina plants.

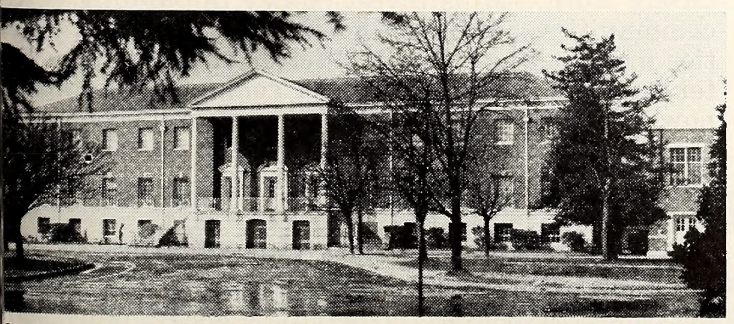
initial problem of how to dye cotton. He met a traveling Frenchman, whose name is unknown, who for $100 agreed to show him how to dye materials. Their first operation was done in an 80-gallon copper boiler that had been used to cook turnips for livestock. The results were so successful that Mr. Holt installed better equipment, including four box looms, thereby becoming the first manufacturer in the South of box loom fabrics.

CONES COME TO CAROLINA

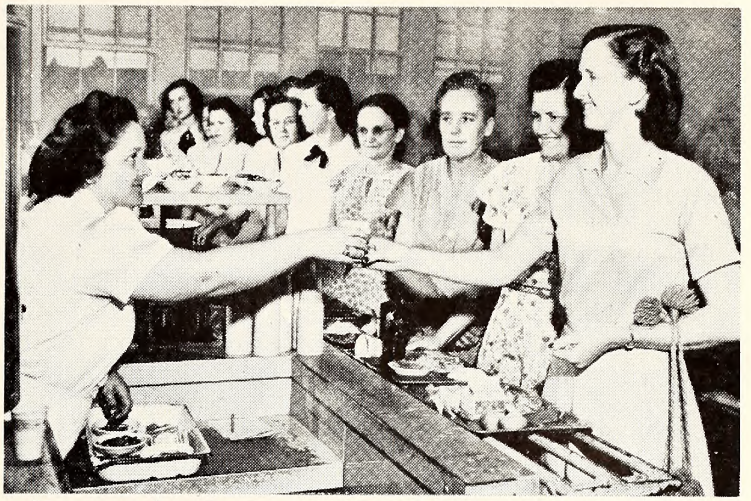
In 1830 the textile industry came to Greensboro when Henry Humphreys built the Mt. Hecla mills, the first in the South to employ steam power. For Mt. Hecla the machinery was shipped from Philadelphia to Wilmington, then up the Cape Fear River to Fayetteville, and was hauled overland by wagon to Greensboro. Just 15 years later there was a fuel shortage and Humphreys' son-in-law who had bought the mill moved the entire plant to a water-power site on the Catawba River in Gaston county. It was many years before another mill came to Greensboro, which today is one of North Carolina's—and one of the world's—largest textile manufacturing centers.

But it was a significant and happy day for North Carolina when, in 1894, the two Cone brothers, Moses and Caesar, put all they had and all they could borrow into the building of a new mill in Greensboro. They named it Proximity because of its nearness to the cotton fields. It was a good-sized plant for North Carolina then, for it could boast 250 looms. Nine years later the Cones took another terrific gamble; they mortgaged Proximity and built White Oak, and for years the earnings were ploughed back into improvements, with the stockholders waiting many years to collect a dividend. It was in these years, just before the turn of the century and as the South was trying to shake off the aftermath of the war, that the industry experienced its first substantial growth in North Carolina.

Before the Civil War there were few mills. In 1840, for instance, there were about 25 mills operating in the state and the total number of spindles was only 17,000. Many of the pre-Civil War mills were burned or destroyed by the Union Armies. Those which did survive came out of the war in poor condition, mechanically and financially. It was not until the 1880's that North Carolina and the South began to rebuild. Then cotton mills began springing up in towns with water sites—towns where not even the leading citizens were even moderately wealthy by the standards of the day. Often the doctor, the planter, the merchant and some of the operatives bought a few shares of stock in the community enterprise, paying for them on the weekly installment plan. The



Center of recreational life in textile town of Kannapalos is this YMCA with membership of 10,000. Its Williamsburg Colonial architecture extends into the shopping district.



Modern cafeterias are supplanting the lunch pail in North Carolina textile mills.

object was to provide employment for the people, to throw off the economic inertia of the war's aftermath. Some of the early mills failed; others succeeded.

DYNEL COMING TO DRAPER

An obscure little incident—or accident—happened along about this time which was to have great economic bearing upon the state some 60 years later—in 1952, in fact. Back just before the turn of the century a worker in Spray—one of the State's early textile manufacturing centers—threw a piece of coke into the canal in the little town. Peculiar bubbles later were noticed in the water. This chance incident led a small group of experimenters at Spray to discovering a process for making calcium carbide, the first commercial source of acetylene, which was used on our first commercial automobiles and for numerous other lighting purposes.

This incident was actually the beginning of what is known today as the Union Carbide and Carbon Corporation, one of the ten largest manufacturing corporations in the country. But the chemical industry passed up North Carolina until recently. In the last few years a subsidiary of Union Carbide and Carbon has developed one of the new acrylic synthetic fibers known as Dynel and which has many of the characteristics of wool. This "wonder" fiber is now made in limited quantities at a plant in South Charleston, W. Va. Recently Union Carbide began looking about the country for a site to build a plant to make Dynel.

After considering hundreds of sites, it chose one—a site near Spray, a stone's throw from the canal where calcium carbide was accidentally discovered. Here the chemical company is building a $33 million plant to manufacture Dynel. Although large installations for synthetic fiber manufacturing have or are going up in other Southern states, notably South Carolina and Alabama, this will make North Carolina a big center of the new chemical fiber industry, for at Kinston, in the eastern part of the state, the E. I. du Pont de Nemours & Company is building a giant plant costing well in excess of $30 million to make Dacron, another synthetic fiber now made only in pilot plant quantities.

DIVERSITY IN DEVELOPMENT

In recent years there have been two significant trends in the development of the textile industry in

North Carolina. The first mills had to locate along swift streams for their water-power and the Piedmont was where the cotton mills clustered. But as new mills have sprung up in the postwar period many of them are being situated throughout the state, in the mountainous west and in the hitherto purely agricultural or predominantly agricultural east.

The other trend is toward a great diversification of the textile industry. There was a time when mills in North Carolina made goods and sent them elsewhere to be finished. In modern times the state has come to see many finishing plants within its borders. And whereas the textile industry in North Carolina once consisted almost altogether of cotton, recent years have seen a great increase in the mills turning out the rayons, the newer synthetics, and wool.

The postwar years have seen scores of multi-million dollar, one-story, air-conditioned textile plants built. This might lead to the conclusion that the productive capacity or spindleage of the industry is growing by leaps and bounds. But such is not the case. In fact, spindleage in the cotton textile industry has been declining for the last two decades. Cotton mills wear out. Only a few complete or integrated cotton mills have been built in the South in recent years, and none in North Carolina.

How then to explain the "growth" of the textile industry in North Carolina and the South? Twenty-eight years ago the South had 17 million active spindles and New England had the same number. Today the South still has 17 million spindles. The all-time peak of active Southern spindles was reached in 1930 when 18,586,000 spindles were active at some time during the year. Thereafter the number steadily declined to the present level, and in a few years fell below it. From 1930 to 1950 the construction of new spinning and weaving cotton mills was just about non-existent.

GROWTH IN FINISHING—HOSIERY

The construction from 1946 to 1949 was confined almost altogether to finishing plants and hosiery mills. The beginning of 1950 saw a resumption of the building of spinning and weaving mills but this was primarily or almost altogether for expanding operations in synthetics. But during the postwar period the mills have seen a revolutionary trend toward the modernization of plant and equipment. Since World War II the industry has installed new equipment as rapidly as it could be delivered. But even so, the industry could not be re-equipped in a few years. The process is still going on. A part of this picture is new machinery lay-outs and air-conditioning. Research of the engineer and the scientist have brought greater efficiency in production and also improved quality and a greater variety of products.

Today there are over 220,000 persons employed in textile and knitting mills in North Carolina. It is figured that to set up a textile job today requires an initial capital investment of $16,150 per employee for the necessary buildings, machinery, raw materials and working capital. This figure was reached in an analysis made by the Ralph E. Loper Company which specializes in textile cost service. This is 267 percent the cost of setting up one textile job in 1936. Multiply the figure of $16,150 by the number of textile employees in North Carolina and you realize what the industry means to the state.

Textile Industry Aids State's Sociological Development

By Mrs. Mildred Barnwell Andrews

The textile industry of North Carolina, well recognized as the most important economic factor in the growth and development of the state, has contributed vastly to its social development as well. The tourist passing through on Highway 29, No. 1, or any of the collateral systems, is over awed by the great textile mills, representing almost half of the entire industry in the United States, but he is seldom fully aware of the human factors, the tangible benefits which have accompanied the growth of the industry, and which, within the past 15 years, have brought an entirely new way of life to the more than 200,000 textile mill employees and their families. Best outward evidence of this phase of development are the improved mill village communities and various programs sponsored by textile companies for the benefit of the employees and their families.

In the past decade, a more accelerated effort for better community living has become a planned business with almost every textile mill, and according to each mill's geographic location, and other factors includes some of all of these phases: better homes recreation facilities, cultural advancement, health programs, educational advantages. A few years ago the word "paternalism" was often heard in connection with the early efforts of textile management to offer better living opportunities to the workers. Today, the public begins to realize paternalism is the wrong word. Mills invest money in building better communities. People who live in better communities make better citizens. Better citizens make better business. Plans for better community living are now a vital, integral part of the general economy of the textile industry, and many leading, as well as typical, examples of this trend are found in North Carolina.

PLEASANT HOME CONDITIONS

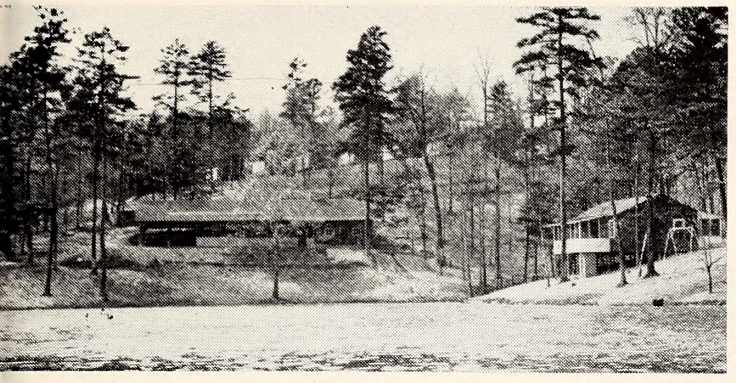
One of the major factors in better citizenship and greater work potential is having a good and pleasant home, in surroundings worthy of choice and suitable to one's best economic ability. In the textile

WRITING TEXTILE HISTORY

Mrs. Mildred Barnwell Andrews, who gained much of her textile experience in North Carolina circles, has written about and lectured on the progress of the textile industry for many years. From 1935 to 1945, she was Executive Secretary of the Southern Combed Yarn Spinners Association, with headquarters in Gastonia. In the next six succeeding years, she was affiliated with a New York public relations program which handled the textile industry's public relations program.

Mrs. Andrews served her industry, and her country, with distinction during World War II as special consultant on textiles in the Office of the Quartermaster-General, and on War Production Board's Industrial Salvage Committee.

During her more than twenty years of work with the industry, Mrs. Andrews has had as her avocation collection of data for a voluminous history on textiles, and from her familiarity with North Carolina and its chief industry has written this article on the industry's contribution to the state's sociological development. Her present address is Old Chain Bridge Road, R. F. D. 4, Vienna, Va.



General view of camp site at Camp Firestone, Lake James, operated for its employees by Firestone Textiles, Gastonia.

industry today, such a home may be found in the mill community or in outlying farm areas populated by mill employees. Today the mill village, if bordering on a town, is a welcome adjunct to the corporate community. Its well kept streets and homes give an additional appearance of prosperity to a town. If the mill and its village are somewhat isolated, one often finds the community a place of real charm and usually of substantial appearance.

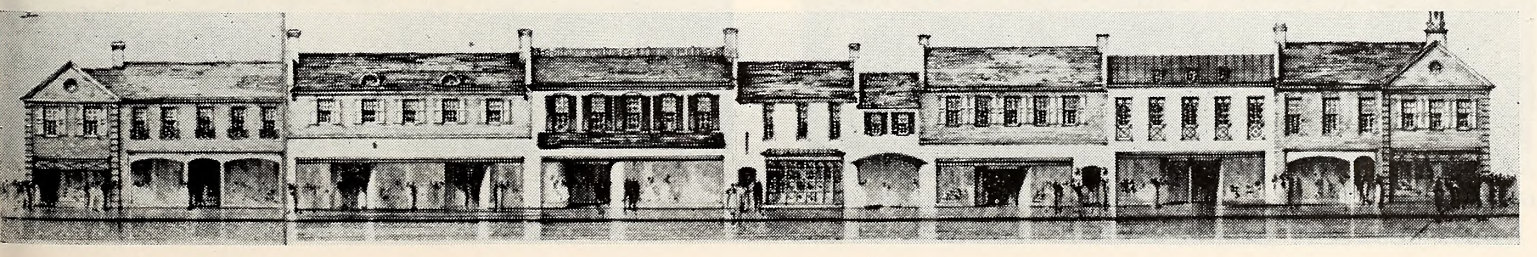
Mill villages were never planned as a source of revenue to a mill. They were simply an outgrowth of the mill's location which, in the early days, had to be near water power. In order to obtain power, mills were often built in remote places. Transportation was a grave problem, and companies had to house workers or have none. Today, with excellent roads, high wages, and prevalent use and ownership of automobiles, textile mill villages are not the necessity they once were and at least 50 percent of textile workers live outside the villages, 25 percent in their own homes either in village houses bought by them from the company, or away from the mill in other towns or on farms. Now, it is the workers choice, not the mill's necessity, which populate the mill villages.

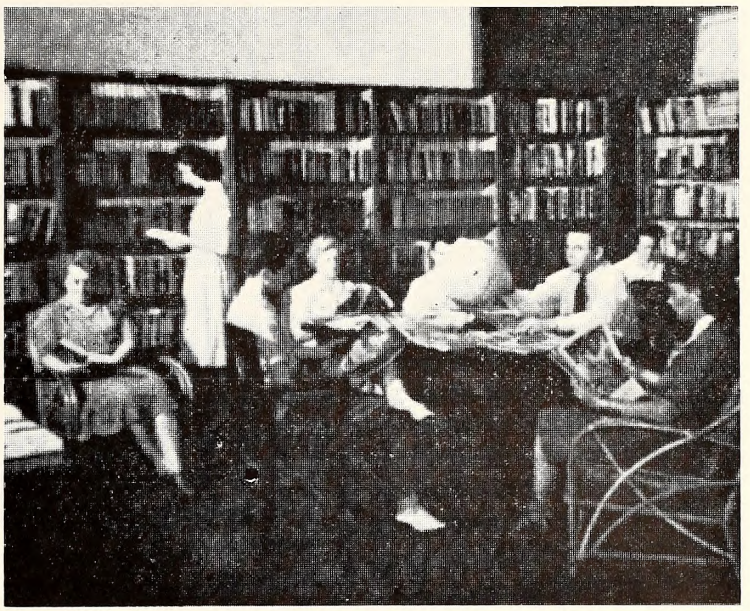
"I've been driving South for years and never realized that many attractive towns through which I drove were cotton mill towns," said a tourist a couple of years ago. He spoke of the flower gardens, clipped hedges, lawns and shady trees that go toward making the pretty streets. "And I notice the houses look better than in many other sections of the country," he added.

KANNAPOLIS—CRAMERTON

One would have to travel far to find a prettier, busier community to live in than the mill village of Kannapolis, built around the great Cannon towel mills. There, the business section of the town is gradually being remodeled along lines of Williamsburg colonial architecture, and could easily be mis-

Section of Main Street in Kannapolis owned by Cannon Mills Co., showing development of Williamsburg Colonial architecture.





View of reading room and library at plant of American Enka Corp. at Enka.

taken for a city suburb of the better type.

At Tuxedo, high in the mountains, the combination of village and apple orchard reminds one of a quaint old English settlement. Many of the employees of the Green River Mills, Inc. there live on their own property held for generations by patent from George III, pre-Revolutionary King of England.

Cramerton, when it was first founded by Stuart W. Cramer, Sr., became known as the model mill village. Today the mill is part of Burlington Mills Corporation, and homes of Cramerton are now owned by the mill workers. It is found that such real pride in ownership exists that there is good, natural and neighborly rivalry in keeping up the appearance of lawns and houses. It is still a model village as Stuart Cramer planned it.

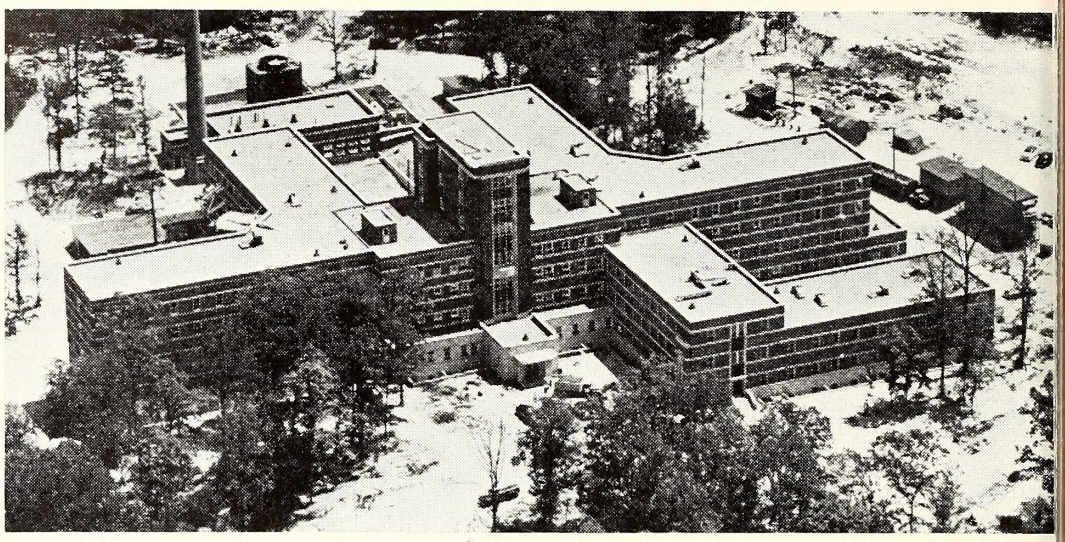
Many textile workers prefer to own houses in town or country, to have gardens, or to own small farms within commuting distance of the mill, and there they may undertake normal farm activities such as having cows, or raising chickens, or turkeys, or engaging in truck farming, in addition to their mill job.

WORKERS GOOD CITIZENS

Such things as owning homes, paying taxes, voting on bond issues and in city, state and national elections, and in general improving the community bespeak the fact that people who work for textile mills today are not mill workers in the old sense of the word. They are substantial citizens leading active and responsible lives. Rental tenants in mill owned houses have gained a comparable sense of responsibility. In many textile towns which are incorporated, it is not unusual to find mill workers of today serving on city councils, working on various community drives, and participating in all normal

activities of a townsman. This would have been unheard of three, even two, decades ago. The trend today of greatest social significance in textile manufacturing towns and cities is the disappearance of the old line of demarcation between mill workers and other members of the community. It is a gradual development which is accepted and welcomed by all.

In many instances today, community recreation projects are joint investments on the part of mill interests and the town. Mill workers and everyone else living in the community share in the benefits and enjoyment of the health and recreation program.

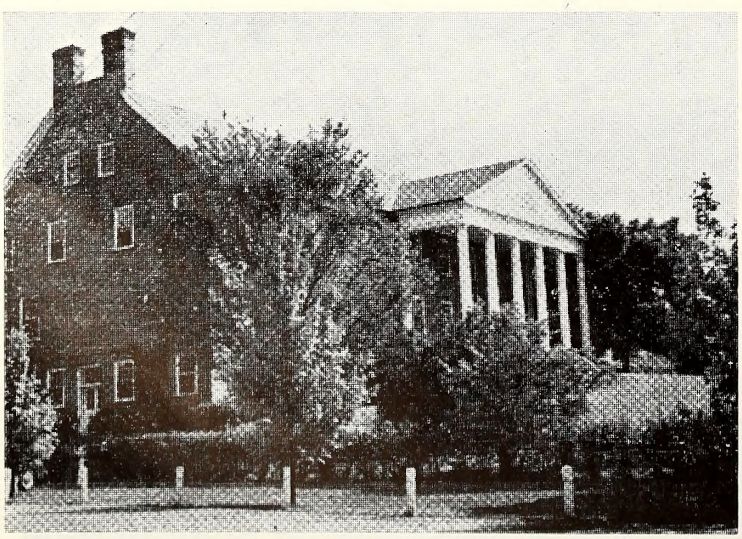


The Moses H. Cone Memorial Hospital, Greensboro, left by the late Mrs. Moses Cone in memory of her husband, co-founder of Cone Mills, and other members of the Cone textile family. It will open for patients in January, 1953.

ORGANIZED RECREATION

North Carolina is the only textile manufacturing state which has a state recreation commission. Set up by legislative action in 1946 it has worked successfully in its years of operation and may set the pattern for other textile states. The commission is a service department and acts as guide and counsellor to communities and mills sponsoring recreation projects. One of the joint recreation projects engineered by the N. C. Recreation Commission is found in Mooresville, where the Mooresville Cotton Mills built a swimming pool, a golf course, and a small clubhouse. The town of Mooresville, as a war memorial, built a baseball field, a large auditorium, and playground. The result is a beautiful recreation center for the entire community which cost the mill and the town about $300,000 each. Everyone uses it and enjoys it, and the maintenance of the recreation center is financed by money from the town's parking meters.

In Hickory, the community recreation project was worked out somewhat differently. The Shuford Mills matched dollar for dollar the amount raised by the town until approximately $800,000 was available. Architects and engineers of the N. C. Recreation Commission planned the recreation center, and it was built as one unit from the combined resources.



Gilvin Roth YMCA given to its employees and townspeople by Chatham Mfg. Co. at Elkin.

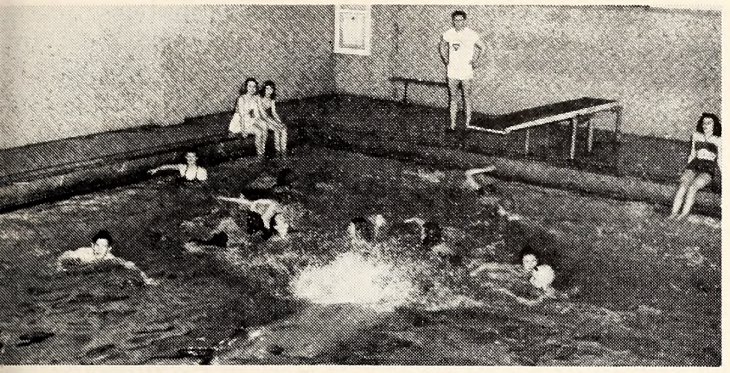
In these towns, regardless of whether the breadwinner is a cotton mill worker, a drug store clerk, a doctor, lawyer or a railroad man, every family enjoys the beautiful parks and the recreational facilities. In other localities, it may not be feasible to have joint programs. What works advantageously in one community may not be satisfactory in another. Sometimes it is much more workable to confine the recreation project to the mill community because of numbers of people involved, location of mill and scope of program. But recreation programs sponsored by textile mills throughout the entire N. C. industry for their workers and families take many forms and may include athletic activities, all kinds of club work as well as cultural education.

Y.M.C.A.—COMMUNITY BUILDINGS

One of the largest Y. M. C. A. memberships in the United States (per town population) is that at Kannapolis, N. C. where Cannon Mills Company built a most beautiful community Y. M. C. A. building with a wide variety of facilities, including swimming pool and gymnasium, which is enjoyed by all residents of the town as well as groups from all over the state during tournament time. Two of the newest Y's in the state's textile areas are in Albemarle and North Charlotte. The former was built by the Wiscassett Mills as a memorial to its employees; and the latter was built by the North Charlotte Foundation as a



One of the Little League baseball teams composed largely of sons of employees sponsored this year by Textiles-Incorporated, Gastonia.



Part of spacious swimming pool at Cannon Memorial YMCA at Kannapolis.

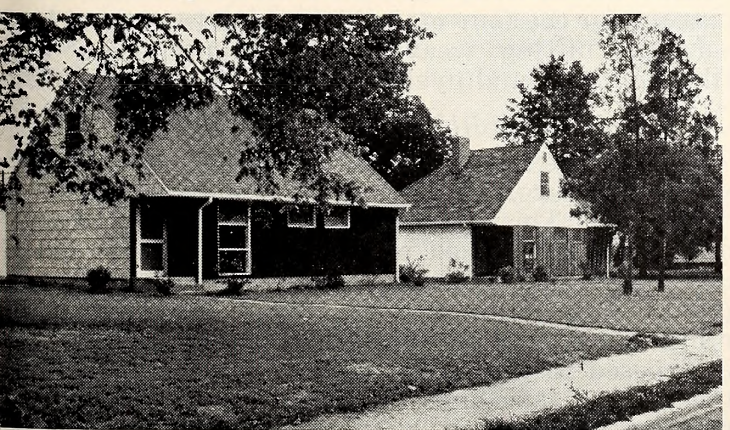
memorial to the late Horace Johnston. Both buildings are complete in every recreational detail, and both are fully enjoyed by the entire citizenry of the community.

Three years ago, textile mills of Shelby, N. C. established a Foundation and $200,000 to build a community center, and, at the same time, the city undertook a park project with an equal amount of money involved, so the two recreational efforts were made one. A fine swimming pool, a nine-hole golf course, and the community center, which is complete with bowling alleys, gymnasium, and auditorium, combine to make one of the best recreational set-ups in the state for the people of Shelby and Cleveland county. The nearby town of Spindale received a gift of $120,000 from five local textile mills to be used to remodel, enlarge and improve the city's Recreation Center.

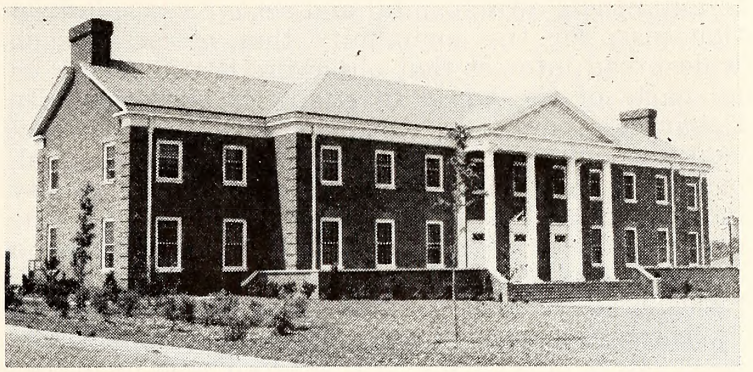
Many times, mills shoulder the entire recreation program budget for their little community. It would be a rare thing today to find a textile mill without a planned recreation program. They vary according to the locale of the mill, size of the employment group, and scope of the recreation budget. Such budgets have been increasing annually, however, and many mills' trained recreation directors are included in the companies high executive salary brackets. The combination of sports and cultural recreation projects has brought to this generation of N. C. textile workers a type of background formerly thought accessible only to the very wealthy.

COLLEGE AND SCHOOLS

Many examples could be given of the splendid cooperation between state supported schools and the textile industry's active and constructive endowment



Types of well-built homes built by English Construction Co. and sold primarily to employees of Cone Mills. Others are owned by the mill organization.



North Charlotte YMCA built by North Charlotte Foundation, established to honor the memory of R. Horace Johnston, late president of Johnston Mills Co., Charlotte.

in all lines of formal education. Today with the cultural opportunities and college advantages offered to employees of textile mills, or members of their families, the entire educational structure of textile workers has been raised to levels comparable to or better than other walks of life. This is outstandingly true in N. C., where the N. C. State College School of Textiles is now the largest textile college in the world. In the past ten years, it has tripled its enrollment due to advantages made possible by the N. C. Textile Foundation of more than $1,000,000 contributed by mills of the state. This foundation is solely to supplement salaries of professors or to provide professorships.

Not all textile education is on the college campus, however. Among the schools on the vocational level, and servicing a wide area, are N. C. Vocational School located at Belmont, which is state supported, and the Gaston County Technical Institute, community planned for its textile needs, and built with public subscription funds. It will be staffed with teachers supplied by N. C. State College, and its tuition fees will pay for the school's operation. All this ties in with the trend within the textile industry, now evidenced over several years, of plowing back a large portion of its earnings toward educational opportunities for its younger generation.

MODERN HEALTH PROGRAMS

If an industry-wide health survey is ever made of the workers in the textile industry the good health of textile mill employees and their families will make a creditable showing which twenty or thirty years ago would have been unbelievable. Today it will be accepted as a matter of course. Much of this progress in health is due to the revised living and working standards of the last two decades. Other contributing factors are the health insurance and hospitalization plans common in the industry today. Almost every mill has group health insurance covering sickness and hospitalization at a cost from 35 cents to one dollar a week. Many have plans which may include nutrition programs and clinics ranging literally from head to foot, with treatment for all the ills known to man. Many textile mills have their own specialty clinics, and many go in on community cooperative health plans. In many large and small textile areas, large postwar hospital projects are under construction or recently completed.

COMMUNITY HOSPITALS

Many years ago, textile mills and one or two other industries around Roanoke Rapids, N. C. cooperated

to build their own hospital and set up a hospitalization plan for the community that attracted such widespread interest that observers have come from all parts of the world to study its operation. In Cabarrus County an expansion program was recently completed for the Cabarrus County Hospital, originally built in 1937 with funds from a county bond issue and from the Duke Endowment. The expansion was carried out under the Hill-Burton Act and was financed by $600,000 of federal aid, $250,000 state aid, and the balance of $1,250,000 from local industry, largely the Cannon Mills interests. It is one of the few N. C. hospitals whose nurses are awarded a B. S. Degree upon graduation.

But the biggest hospital venture in N. C. in many years, and certainly the largest financed by textile interests for the benefit of the entire community, is in Greensboro. It carries a heart warming story which enhances its benefit to that thriving textile city. When the two Cone brothers, Moses and Caesar, built the Proximity Manufacturing Company at Greensboro, N. C., they put into it all they had and all they could borrow from other members of the family. Now Greensboro has one of the most impressive gifts ever presented to any community: the 300 bed Cone Memorial Hospital which, with the land on which it stands, represents the entire estate of Moses Cone and an unmarried sister, approximately 16 million dollars!

FREEDOM—HIGH MORALE

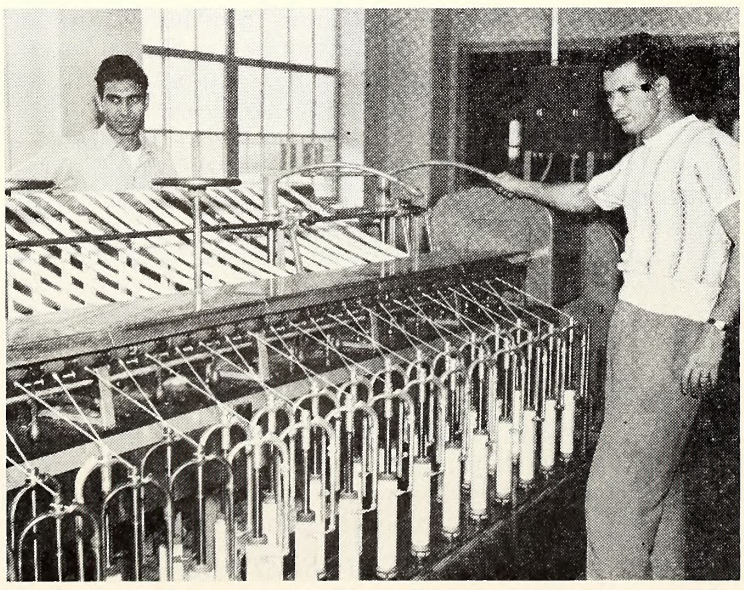
Thus we see in North Carolina, with the investment of much of the textile industry's profits in community programs directed toward the better living of the industry's employees, a true example of the philosophy of the American system of business, free enterprise which enables those who work for the success of an industry to gain from it the things that money cannot buy: the high morale which comes with freedom from fear, and the gain in health and wisdom. It represents not a new type of social development, but the kind that prosperity enables the industry to sponsor. North Carolina is fortunate to have such an industry as its economic backbone.

N. C. State School of Textiles Largest in the Nation

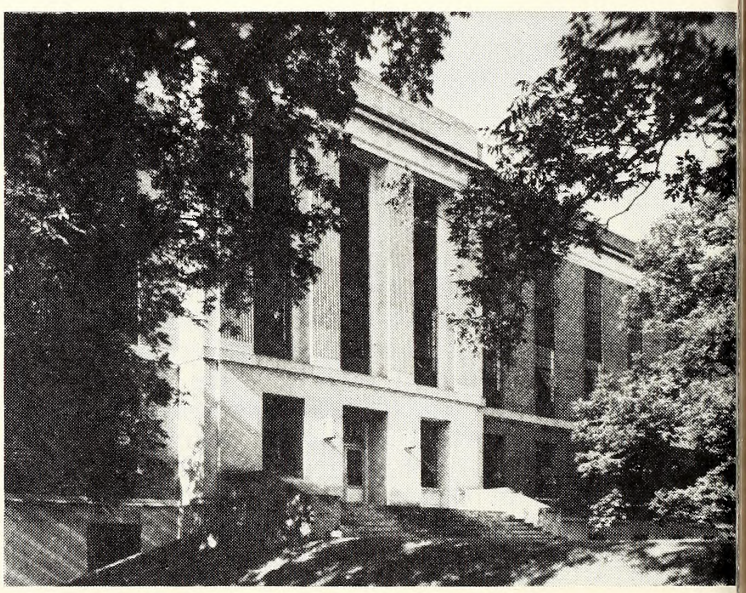
By Dr. Malcolm E. Campbell, *Dean, School of Textiles, N. C. State College, Raleigh*

The great diversity of function in the textile industry, with the rapid growth of its many activities, has necessitated the appearance of the man who is thoroughly trained in the skills and techniques of today. The School of Textiles at North Carolina State College, since its inception, has recognized the need for close contact between the industry and the institution which prepares men for it. Its development through the years to its present position as the largest and one of the best equipped textile schools in the country is proof of the soundness of this attitude.

The School of Textiles was established in 1899 with an enrollment of eight students, and equipment consisting of one roving reel, one yarn reel, a pair of scales, and a set of cotton samples donated by a local cotton mill. Today there is an enrollment of 500 students, and a complete line of equipment and machinery for the four major departments in the school —yarn, knitting, weaving and designing, and textile chemistry and dyeing.



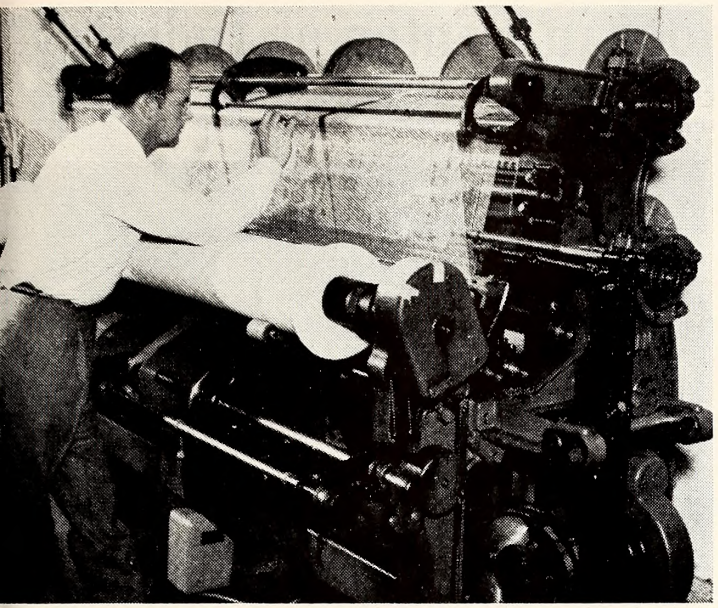
Students studying in yarn manufacturing laboratory of the School of Textiles, N. C. State College.



Entrance to large modern four-story building housing the School of Textiles, N. C. State College, Raleigh, called "The Mill" by students.

TEXTILE BUILDING—"THE MILL"

The Textile Building itself is a large, modern, four-story structure, which is known to its students as "the mill". This is a partially accurate label. Under one roof are combined, on a small scale, nearly all the operations that take place in yarn manufacturing plants, knitting mills, cotton and rayon weaving mills, and dyeing and finishing plants. The student is exposed to the latest methods and equipment of these many aspects of the new textile industry in a manner, which if not exactly duplicated in any individual mill, is patterned after industrial practices. The resemblance stops, however, with the realiza-



Studying tricot knitting in the School of Textiles, N. C. State College.

on that the mechanical set-up comprises only one art of the training of students. The basic academic ducation, which supplements the practical experinces of the students, presents a picture that can be ound only in a college.

From a beginning as a small department in the ollege which taught the manufacturing of cotton, he School of Textiles has become one of the larger chools on the campus, and offers instruction not nly in the processing of cotton, but also in textile hemistry, in the study of modern laboratory techiques, and in individual courses covering almost very phase of textiles. The School offers two main urricula—Textiles and Textile Chemistry. The latter gives the student a basic knowledge of textiles nd concentrates on the chemical composition of bers, with emphasis placed on the man-made fibers. The curriculum in Textiles is organized so that all tudents take the same work for three years, which ncludes courses in yarn manufacture, weaving and esigning, knitting, and textile chemistry and yeing.

In the senior year a student may elect to specialize n any of the following options: General Textiles, ynthetics, Weaving and Designing, Yarn Manufacuring, Textile Management, or Knitting. This system enables the School to turn out men who have a oundation of general knowledge plus more specific raining in a special field—the type of man for whom here is a great need today, as is proven by the high ercentage of graduates who are placed every year.

COMPLETE RESEARCH PROGRAM

As evidence of a close liaison between school and ndustry, the School of Textiles has established a horough and completely equipped research program, which not only makes latest developments in testing nethods and machines available to the students, but enders an actual service to textile organizations by erforming tests and giving information which ight otherwise be difficult for them to obtain.

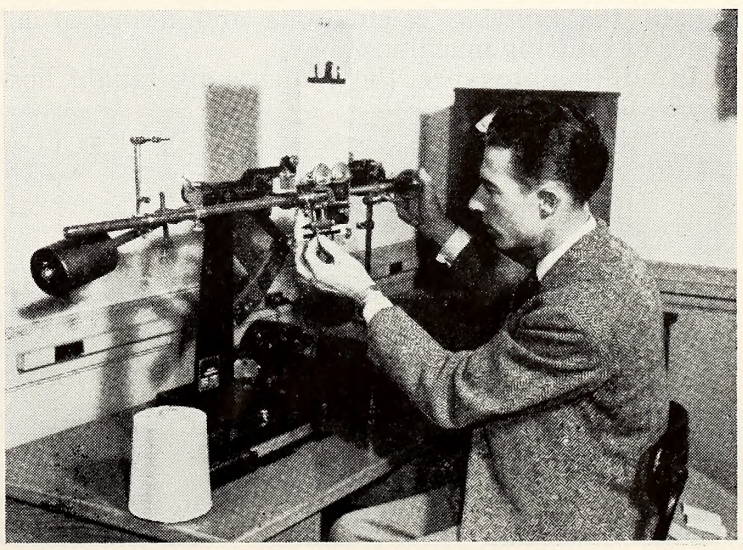
The rapid growth of the School of Textiles to the osition of prominence it now holds in the academic eld is due in a large part to the far-sightedness and enerosity of North Carolina manufacturers. In December 1942, the North Carolina Textile Foundation was incorporated "to aid and promote by financial assistance and otherwise, all types of textile education and research at North Carolina State College." Thus did the idea of a small group of textile executives, including W. J. Carter, David Clark, Herman Cone, and J. Spencer Love, become a reality.

The Textile Foundation has more than lived up to its original purpose by raising over $1,200,000 with contributions from private industry. These funds have made it possible to attract men of high caliber in experience and achievement to the staff of the School, by supplementing their regular salaries. The Foundation has also contributed substantially toward the many improvements and additions that have been made in the physical plant. This has taken the form of contributions of machinery and equipment; donations for the establishment of student recreation facilities; and more important, aid in developing the most complete and extensive textile library in the United States.

GRADUATES FIND READY JOBS

The reputation of the School of Textiles has spread far beyond the boundaries of the State of North Carolina. In the student enrollment for the scholastic year 1951-52, 22 states and 23 foreign countries are represented, among which are Canada, several South American countries, China, India, England, Switzerland; and a cross-section of the United States. The time was when the problem of the South, academically speaking, lay in the fact that the individual states were put to the expense of educating their students, who upon graduation promptly went North, where the opportunities and money were. That situation today is just about reversed. The majority of out-of-state students in the School of Textiles are residents of Northern states, and a great number of these boys remain in the South working in southern mills and organizations, after they have received their degrees.

There are few Textile Schools anywhere which can compete with North Carolina State College on the basis of technical and academic preparation. Realizing this, textile men translate their understanding into action by absorbing our graduates almost as fast as they are available.



Student in physical testing laboratory, School of Textiles, N. C. State College.

N. C. Vocational Textile School in Center of Industry

By J. WARREN SMITH, *State Director of Vocational Education, North Carolina State Department of Public Instruction*

On the Wilkinson Boulevard between Charlotte and Gastonia and in the center of the most highly concentrated group of textile mills in the State, at Belmont, is located the North Carolina Vocational Textile School. This school is a State institution, planned specifically to serve the textile industry. The school is the only State operated vocational textile school and the only vocational-technical school being operated by the State. It is unique by being the only one of its type in the entire country. This school is a special feature of the State's program of Vocational Education of the State Department of Public Instruction.

The students are taught how to perform all of the manipulative skills and the related technical information necessary to become well-rounded skilled textile operators. The training is geared to develop the skilled mechanic level of textile employee. Those who are trained advance rapidly to the supervisory level. Five different courses are offered. They are: yarn manufacturing, weaving and designing, knitting, mill maintenance, and tailoring. Each of the courses require 1150 hours of instruction, which may be completed in one year's time.

The school is in operation eleven months during the year. A student may take as many of the courses as he desires. There is not any tuition charge to residents of the State. There is a tuition of $35.00 per month for out-of-state students.

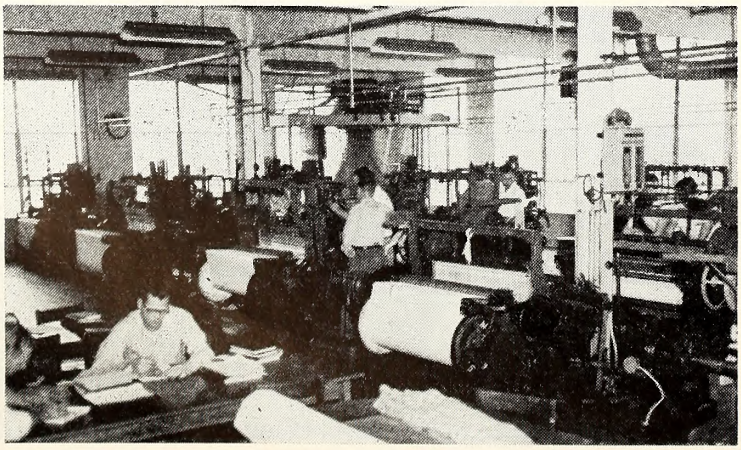
In the yarn manufacturing course, the students study all of the processes from the opening room through the spinning process. They acquire all of the skills necessary to operate each of the machines and the necessary technical information.

The weaving and design students learn all about the yarn numbering systems of all kinds of yarn, the many weave room calculations, and cloth analysis. They are taught how to design plain and fancy patterns.

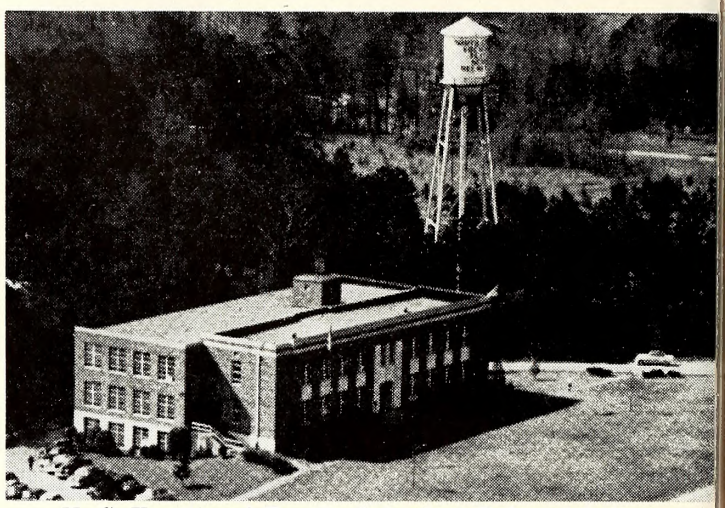
KNITTING AND TAILORING

In the knitting department, the students learn the principles and mechanics of knitting. They are taught the knitting calculations and fixing of all types of knitting machines.

In mill maintenance, the students are taught how



View of weave room of N. C. Vocational Textile School at Belmont.



N. C. Vocational Textile School at Belmont between Charlotte and Gastonia.

to operate all of the machine shop equipment usuall found in a fully-equipped mill maintenance shop, als the related mathematics, theory, and blueprint rea ing which is necessary to a well-rounded mainte ance mechanic.

Students in tailoring learn to make all kinds men's clothing, especially men's suits. They a taught all of the processes needed in the tailorir trade from basic stitches to pattern drafting.

OTHER SPECIAL COURSES

In addition to the five main courses described, tl school operates during the year special short ter institutes for such subjects as cotton classing, te tile lubrication, painting and lighting, supervisio and demonstrations of new processes or new typ of equipment.

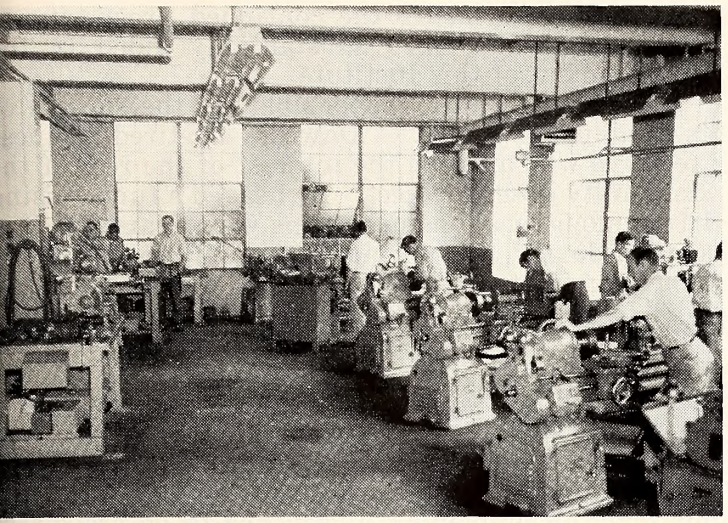
Then too, the school will organize evening exte sion classes for small groups of employed worke who desire to improve their skill or knowledge ir portant to their present job or for possible advanc ment to a higher level of employment.

FOR WHOM TRAINING IS AVAILABLE

Training is available for three groups: (1) T high school student who wishes to prepare hims for textile employment. High school students w receive appropriate credit toward graduation fr their own high school. Naturally, this group of st dents is small, since only those students who a near the school are able to make proper arran ments. (2) Out-of-school youth who have or ha not finished high school are eligible to training lea ing to textile employment. While high school gra uation is desirable, it is not an entrance requireme The student must be at least sixteen years of a and have intelligence and ability sufficient to pr from the training. (3) This group includes pers already employed who wish to continue their tra ing or enroll for new courses, either a major or s cial short course.

ENROLLMENT INCLUDES VETERANS

The school is now beginning its tenth year f operation. Each year since its beginning there h



Lathes and milling machine in N. C. Vocational Textile School.

been a steady growth of its enrollment. During the year 1950-51 the school had its peak enrollment, which was 676. During 1951-52 there were 475 students enrolled. Among this group there were 25 high school students, 328 veterans, and 122 non-veterans. Nearly all of the students were employed workers who came to the school from seven counties and represented 66 different textile companies. The officials of the industry value highly the training their employees receive, have respect for the school, and encourage promising young employees to attend. There is an excellent spirit of cooperation between mill and school officials, which is vital to the successful operation of the school. This school provided excellent training for World War II veterans.

TRAINED SCHOOL FACULTY

Martin L. Rhodes is the school's superintendent. Chris E. Folk is the principal. They have a faculty of eleven men who are well-equipped by experience and training. Each instructor is an expert in his particular phase of instruction. Every instructor was recruited from the industry he represents and selected because of his special fitness for the teaching job.

The school is operated by a board of trustees, consisting of seven men who are appointed by the governor. O. M. Mull of Shelby is chairman of this board. In addition to the trustees, there is an advisory council elected by the trustees, which is composed of twelve men representing the different phases of textiles and education. J. Harold Lineberger of Belmont is chairman of this council. These men keep in close contact with the school officials and give advice on school policies and procedures.

EXCELLENT EQUIPMENT

As evidenced by the photographs which accompany this article, this school has excellent physical facilities. The very attractive well-constructed building is located on a beautiful tract of twenty acres. Each of the shop laboratories is fully provided with adequate and up-to-date equipment.

This school was established by an act of the General Assembly of 1941. The original bill made available an appropriation of $50,000. To this amount, the managers of the textile industry of Gaston County and others added another $50,000 and twenty acres of land. The 1943 General Assembly appropriated $75,000 for the purchasing of equipment. Each succeeding legislative assembly has provided some additional money for equipment and improvement of the plant. Some of the equipment was provided by the Federal government for war training and a few pieces were secured from surplus property.

This school, by its excellent performance, has established a place for itself as an important feature of North Carolina's educational program. Its benefits are most helpful to the industry it has served. The founders who conceived the idea can feel proud of their action.

Gaston Technical Institute to Help in Textile Training

By Dr. J. H. Lampe, *Dean of Engineering, North Carolina State College*

The Gaston Technical Institute, located in Gastonia, opened its doors to student enrollment on September 22 of this year, providing the first opportunity of its type in central North Carolina for technical training programs.

The Institute has been established and will be operated by the School of Engineering and the College Extension Division of North Carolina State College in response to the needs of the Gastonia community and the surrounding area. It will offer courses of a year's duration in a variety of technical fields. With a flexible program, adaptable to the changing requirements of its students and the sponsoring industries, the Institute holds promise of becoming a vital force in the industrial progress of the region.

The establishment of the Institute is in accord with the purposes and general philosophy of the School of Engineering and the College Extension Division of N. C. State College: to provide wherever possible technical training and technical services as they are needed throughout the State of North Carolina. Its creation is the fulfillment of a long-time ambition and the fruition of several years of planning and hard work on the part of E. W. Ruggles, Director of College Extension.



Central building of new Gaston Technical Institute, operating under School of Engineering of State College, former F. C. Todd residence.

This Institute will be the only one in operation in North Carolina, and one of the very few in the entire South, when its first registration rolls around this fall. Its director will be James I. Mason, former director of the Morehead City Technical Institute, which ceased operation early this month. A local advisory board is composed of sixteen business or professional men in the community who were instrumental in the Institute's establishment.

CURRICULA AND FACILITIES

The curricula of the School will comprise one year terminal technical courses, of which the character is well-defined by the Technical Institute of the Engineers' Council for Professional Development:

> **"Technical Institute programs are intermediate between the high school and vocational school on one hand and the engineering college on the other . . . The purpose is to prepare individuals for positions auxiliary to but not in the field of professional engineering. Curricula are essentially technological in nature, based upon principles of science, require the use of mathematics beyond high school and emphasize rational processes rather than rules of practice. Curricula are briefer, more intensive, and more specific in purpose than collegiate engineering curricula, though they lie in the same general fields of industry and engineering. Their aim is to prepare individuals for specific technical positions or lines of activity rather than broad sectors of engineering practice."**

For its first year the Institute offers curricula in Building Construction Technology, Electrical Technology, Internal Combustion Engines, and Textile Technology. These courses will be modified and new courses added as necessary to meet the needs of the region.

Administrative offices, classrooms, and the library will be located in the former F. C. Todd residence on West Airline Avenue in downtown Gastonia. The residence has been completely reconditioned to suit its new purposes. A student book store and snack bar will also be located in this building.

On the same lot new buildings have been constructed to house the various shops and laboratories—the machine shop, sheet metal shop, welding shop, woodworking shop, electrical laboratory, and internal combustion engines shop and laboratory.

No dormitory or dining room facilities will be provided, but the Chamber of Commerce of Gastonia will assist in placing out-of-town students in desirable homes in the community.

STEPS IN STARTING SCHOOL

The establishment of this Institute in Gastonia evidences growing recognition of the importance of trained technicians in any scene of industrial activity. This modern age of complexity is based upon technology; the lack of technically trained personnel is a limiting factor in the growth of any industry. Far-sighted leaders in Gastonia, aware of this factor and wanting to insure the continued prosperity of their community, have substantially aided in the establishment of this Institute.

The one man most responsible for the success of its establishment is C. C. Dawson, a retired business executive who aroused the interest of the rest of the community in this project. He headed a fund-raising drive among local business firms which raised money to provide for the physical plant of the Institute. (The administrative officers and faculty are provided by the School of Engineering.)

The enthusiasm and the capabilities of Mr. Dawson and over a dozen of his associates quickly dispatched each difficulty that arose in the School's establishment. Frequent meetings with this group were very impressive to Director Ruggles of the Extension Division and to myself. It is not only a pleasure but truly an enlivening experience to be associated with such a spirit—a spirit which insured achievement at the very outset of the undertaking.

FOUNDERS AND ADVISORS

Along with my mention of Mr. Dawson, I should like to cite A. G. Bell and Brice T. Dickson, respectively, president and manager of the Gastonia Chamber of Commerce, whose interest and activity on behalf of the Institute were most essential and most gratifying.

They and the other gentlemen who were so instrumental in the founding of the Institute have also agreed to serve on its Advisory Board, giving us the continued benefit of their advice. These other gentlemen are: Charles K. Bryant, Hubert Craig, Howard Houser, Hunter Huss, Joe Lineberger, Don Maddox, Harold Mercer, E. R. Morgan, Coit M. Robinson, Sam M. Stewart, Fred M. Waters, A. K. Winget, Jr., Frank A. Young, and Charles B. Zeigler. C. C. Dawson will serve as Chairman of the Board.

Several months after the plans were underway for the Institute in Gastonia, it became obvious that the Morehead City Technical Institute (which had been operated on the same basis from 1947 until this year) was no longer needed in its present location. The tide of former G. I.'s had passed, there was little demand from local industry in the region for people with such training, and the bulk of the students were coming from the western areas of the State—a unnecessarily long distance.

It was therefore decided to consolidate the facilities and the staff of the Morehead Institute with the one at Gastonia, to serve more effectively the people of the State. The present location of the Institute in the heart of Gaston County, is more easily accessible to the industrial regions of North Carolina. Through its establishment we hope to fill most effectively our State's need for well-trained technicians for many important positions in our industrial economy.

N. C. Cotton (Textile) Mfgrs. Association Active 46 Year

(SEE ARTICLE ON NEW OFFICERS, NAME CHANGE, PAGE 139)

The North Carolina Cotton Manufacturers' Association was organized in Charlotte, October 30, 1906, as a means of bringing together textile mill officials in North Carolina to consider matters of a mutual interest, to dissolve mutual problems and to provide factual data for the benefit of the industry. Prior to this meeting a group of about 65 cotton mill officials met in Charlotte and adopted a resolution calling for the organization meeting two weeks later. The temporary committee to call the meeting was composed of R. M. Miller, Jr., named chairman; and J. P. Wilson, named secretary; S. P. Tanner, Jam

W. Cannon, R. S. Reinhardt, S. Bryant (probably S. B. Sargeant), John W. Fries, D. Y. Cooper and W. C. Ruffin.

In the organization meeting October 30, 1906, in the absence of J. P. Wilson, David Clark was named temporary secretary. The group adopted the Constitution and elected officers as follows: R. M. Miller, Jr., President; S. B. Sargeant, first vice-president; Charles Iceman, second vice-president; S. F. Patterson, third vice-president; W. L. Myrick, secretary and treasurer. Charlotte was selected as the site of the principal office of the Association. In 1932, sixteen years later, the Association decided to incorporate and the incorporators were Charles A. Cannon, Kannapolis; Thomas H. Webb, Concord, and J. M. Gamewell, Lexington.

Annual meetings of the Association were held during the summer months until 1931, nine of them in Charlotte, nine in Asheville, two each in Greensboro, Winston-Salem and Wrightsville Beach, and one each in Blowing Rock and Sedgefield Inn. Since that time most of the meetings have been held in Pinehurst in the fall, fourteen having been held in that resort city. During World War II four meetings were held in Charlotte and one each in Winston-Salem and Asheville. Semi-annual meetings were held at Pinehurst in the 1921-31 period.

Hunter Marshall, Charlotte attorney, was elected secretary-treasurer in August, 1918, and has served in that capacity during the 34 years that followed. He maintains the chief office of the organization in the Independence Building, Charlotte. W. L. Myrick, the first secretary, served two years followed by T. L. Black who served eight years and Hudson C. Miller who served two years preceding Mr. Marshall's election.

The Association, through its secretary, keeps its membership fully informed on national and State laws, rules and regulations in which they are interested. It handles intrastate problems dealing with the textile industry and maintains contacts with the law-making bodies of the State and in gathering and disseminating information of interest to the textile industry. It interprets the tax and other laws relating to the industry, maintains a traffic department and seeks to develop a sympathetic public interest in the problems of the textile industry.

An amendment to the Constitution of the North Carolina Cotton Manufacturers' Association is now under consideration looking toward the change in the name to make it the North Carolina Textile Manufacturers' Association to bring it in line with present day memberships. Producers of man-made fibers, such as rayon, nylon and the others, have affiliated with the Association since beginning operations.

Present officers are Carl R. Harris, Erwin Mills, Inc., Durham, president; H. K. Hallett, Kendall Mills, Charlotte, first vice-president; E. N. Brower, Rockfish-Mebane Yarn Mills, Inc., Hope Mills, second vice-president; Hunter Marshall, attorney-at-law, Charlotte, secretary-treasurer; L. O. Kimberly, Jr., Atlanta, Georgia, traffic manager.

Directors of the Association include the three officers—Mr. Harris, Mr. Hallett and Mr. Brower—and 18 directors in three groups of staggered three-year terms: J. A. Cooper, Eugene Cross, Jr., G. V. Garth, D. A. Long, Harold Mercer, W. H. Suttenfield; C. C. Dawson, Marion W. Heiss, H. M. Jones, Paul M. Neisler, J. C. Roberts, Ben R. Rudisill; Harry C. Carter, John W. Harden, B. Everett Jordan, D. R. LaFar, Jr., Albert S. Orr and Harold W. Whitcomb. Past presidents who are ex officio directors are A. M. Dixon, A. H. Bahnson, Bernard M. Cone, E. C. Dwelle, C. A. Cannon, Harvey W. Moore, Herman Cone, A. K. Winget, A. G. Myers, W. H. Entwistle, William H. Ruffin, Ellison A. Smyth, R. A. Spaugh, Jr., R. L. Harris, R. D. Hall, Hearne Swink, Karl Bishopric, Frank C. Williams and Julian Robertson.

Following the organization R. M. Miller, Jr., continued to serve as president for five years. He was succeeded by C. E. Hutchinson who served three years. Robert R. Ray served one year and A. A. Thompson served two years. After his two terms, 1915-16, presidents were elected for one term only. All presidents who served prior to 1920 are now deceased. Presidents since 1916 were W. C. Ruffin*, 1917; John L. Patterson*, 1918; Arthur J. Draper*, 1919; Arthur M. Dixon, 1920; T. C. Leak*, 1921; A. H. Bahnson, 1922; J. H. Webb*, 1923; Bernard M. Cone, 1924; F. C. Dwelle, 1925; S. F. Patterson*, 1926; J. M. Gamewell*, 1927; C. G. Hill*, 1928; T. H. Webb*, 1929; J. H. Separk*, 1930; W. D. Briggs*, 1931; K. P. Lewis*, 1932; C. A. Cannon, 1933; A. M. Fairley*, 1934; J. A. Long*, 1935; Harvey W. Moore, 1936; Herman Cone, 1937; A. K. Winget, 1938; J. Harvey White*, 1939; A. G. Myers, 1940; W. H. Entwistle, 1941; William H. Ruffin, 1942; Ellison A. Smyth, III, 1943; R. Arthur Spaugh, Jr., 1944; J. A. Moore*, 1945; R. L. Harris, 1946; R. D. Hall, 1947; Hearne Swink, 1948; Karl Bishopric, 1949; Frank C. Williams, 1950, and Julian Robertson, 1951.

*Deceased.

Textile Mills, Alphabetical by Towns, Operating in State

(Exclusive of Hosiery Mills)

Aberdeen—Robbins Mills, Inc. (plants also at Robbins, Laeford, Red Springs, N. C., and Clarksville, Va.)

Albemarle—Efird Mfg. Co. (merged with American Yarn & Processing Co., Mt. Holly)

Arden—L. C. Langston & Sons

Asheboro—Asheboro Braid Co.; Klopman Mills, Inc. (plants also at Siler City and Covington, Va.); Standard Cytape Co.; Stedman Mfg. Co., Inc.; E. H. Steere & Co., Inc.

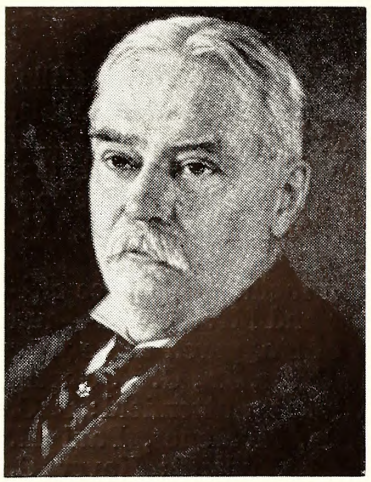
Asheville—Biltmore Industries, Inc.; Biltmore Spinning Co.; Cone Mills Corp. (branch of Cone Mills Corp., Greensboro); Martel Mills Corp. (plants also at Batesburg, S. C., Lexington, S. C., and Spartanburg, S. C.)

Avondale—Cone Mills Corp. (branch of Cone Mills Corp., Greensboro)

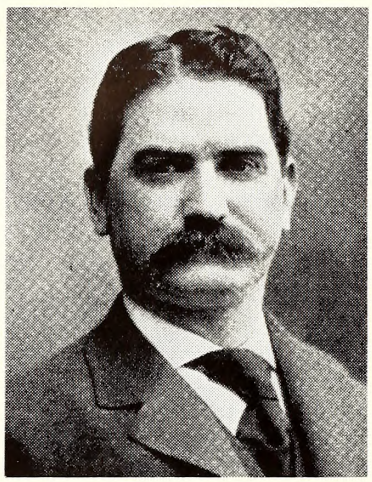
Balfour—Berkeley Mills, Inc.

Belmont—Aberfoyle Mfg. Co. (branch of Chester, Pa.); Acme Spinning Co.; Beltex Corp.; Belmont Throwing Corp.; Chronicle Mills; Climax Spinning Co.; Commercial Gassing Co.; Cornucopia Corp.; Crescent Spinning Co.; Eagle Yarn Mills, Inc.; Linford Mills, Inc.; Majestic Mfg. Co.; National Yarn Mills, Inc.; Perfection Spinning Co.; Piedmont Processing Co.; Southern Yarn & Processing Co.; South Fork Mfg. Co.; Sterling Spinning Co.; Stowe Spinning Co.; Stowe Thread Co.

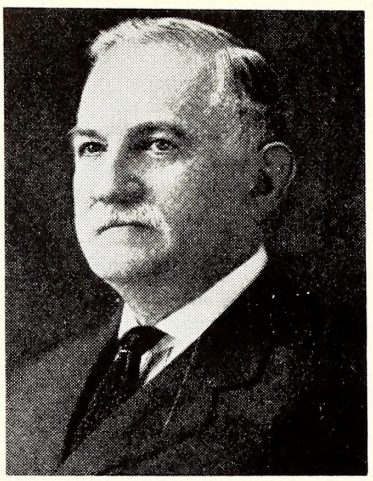
A Few of the Pioneer Textile Manufacturers of North Carolina



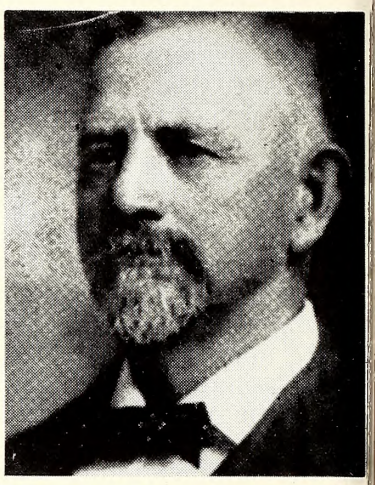
James W. Cannon, founder of the extensive Cannon Mills, centered in Kannapolis and Concord.



Moses H. Cone, co-founder of large Cone Mills Corp. and Cone Mills Inc., spreading out from Greensboro.



Ceasar Cone, co-founder with his brother, Moses H. Cone, of Cone Mills Corp. and Cone Mills Inc., Greensboro.



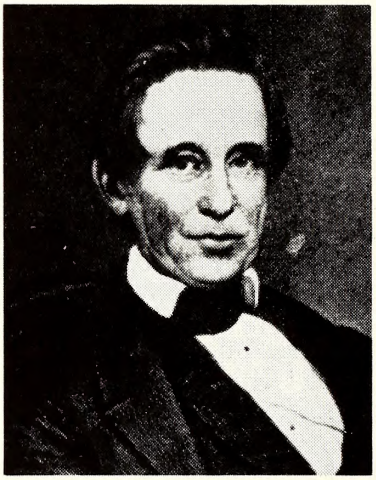
Alexander Chatham, founder and long head of the large Chatham Manufacturing Co. at Elkin.



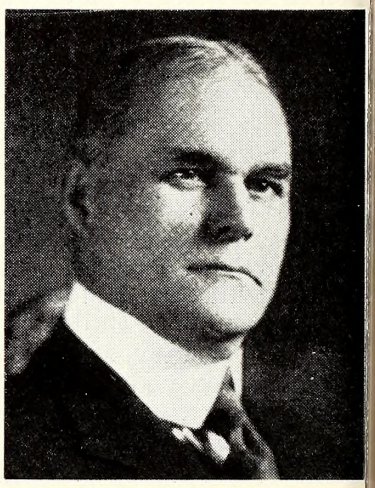
W. A. Erwin, first general manager and for many years president of Erwin Cotton Mills, Durham, now Erwin Mills, Inc.



C. W. Johnston, organizer and for many years head of the large group in the Johnston Mills Co. originating in Charlotte.



William H. Battle, son of Founder Joel Battle, for some twenty years head of Battle Mill, now Rocky Mount Mills, was a Justice of N. C. Supreme Court.



Stuart W. Cramer, founder and for many years president of Cramerton Mills, Cramerton, now part of Burlington Mills.

Bessemer City—Algodon Mfg. Co., Inc.; Frank Mills Co.; Gambrill & Melville Mills Co.; Osage Mfg. Co. (subsidiary of Reeves Bros., Inc., N. Y. C.)

Biltmore—Sayles Biltmore Bleacheries, Inc. (subsidiary of Sayles Finishing Plants, Inc., Saylesville, R. I.)

Biscoe—Aileen Mills Co.

Bladenboro—Bladenboro Cotton Mills, Inc.

Boiling Springs—Marion Yarn Mill, Inc.

Boonville—Beaver Creek Weaving Co., Inc.

Brevard—Pisgah Mills, Inc.

Brookford—Brookford Mills (Div. of A. D. Julliard & Co., Inc., N. Y. C.)

Buffalo—Dover Yarn Mills, Inc.

Burlington—Burlington Mills Corp. (branch of Burlington Mills Corp., Greensboro); Celanese Lanese Corp. (subsidiary of Celanese Corp. of America); Copland Converting & Finishing Co.; Copland Fabrics, Inc.; Copland-Fowler Industries, Inc.; Frissell Fabrics, Inc.; Glencoe Mills; National Processing Co.; U. S. Rubber Co. (branch of 1230 Sixth Ave., N. Y. C.) (plants also at Gastonia, Hogansville, Ga., Shelbyville, Tenn.; Winnsboro, S. C., and Scottsville, Va.); Webco Mills, Inc.

Burnsville—The Duplan Corp. (branch of Hazelton, Pa.) (plants also at Winston-Salem, Lincolnton, Grottoes, Va., and Cleveland, Tenn); Glen Raven Silk Mills, Inc. (branch of Glen Raven)

Butner—Mt. Hope Finishing Co., Inc.

Bynum—J. M. Odell Mfg. Co.

Caroleen—Henrietta Mills (plants also at Henrietta and Cherokee Falls, S. C.)

Carrboro—Carrboro Mills (Div. of Pacific Mills, Boston, Mass.) (plants also at Columbia, S. C., Lyman, S. C., Rhodhiss, N. C., Halifax, Va., Drakes Branch, Va., and Brookneal, Va.)

Carthage—Carthage Fabrics Corp.

Cedar Falls—Jordan Spinning Co.; Sapona Mfg. Co., Inc

Central Falls—Burlington Mills Corp. (branch of Greensboro)

Charlotte—Barber Mfg. Co.; Calvine Cotton Mills, Inc (subsidiary of Leading Embroidery Co., North Bergen, N. J. (see also The Smitherman Cotton Mills, Troy); Carolin Processing Co.; Chadwick Mills; Crescent Narrow Fabric Corp.; Highland Park Mfg. Co. (nos. 1 and 3); Industria Dyeing Corp. of N. C.; Johnston Mfg. Co.; Kendall Mill (plant also at Paw Creek); Lawrence Knitting Mills, Inc. Leno-Tex Mills, Inc.; Moore Textile Co.; Piedmont Mop Co. Inc.; Scandinavia Belting Co.; Southern Asbestos Co. Southern Friction Materials Co.; Southern Knitwear Mills Inc.; Spatex Corp.; Stowe Mfg. Co.; Superior Knitters, Inc. Textron Southern, Inc.

Cherryville—Carlton Yarn Mills, Inc.; Dora Yarn Mil Co.; Howell Mfg. Co.; Nuway Spinning Co., Inc.; Rhyne Houser Mfg. Co.

China Grove—Cannon Mills (plant No. 8) (branch o Kannapolis, N. C.); China Grove Cotton Mills Co.

Claremont—C. D. Jessup & Co.

Clayton—Bartex Spinning Co. (affiliate of Norwich Knitting Co., Norwich, N. Y.); Clayton Spinning Co.; Norwic Knitting Co. (branch of Norwich, N. Y.)

Cliffside—Cone Mills Corp. (branch of Cone Mills Corp Greensboro)

Coleridge—Enterprise Mfg. Co.

Columbus—Hatch Mill Corp.; Southern Woven Label Co Inc. (subsidiary of Alkahn Silk Label Co., N.Y.C.); Unio Processing Co.

Concord—Brown Mfg. Co.; Cannon Mills Co. (plants Nos 2, 5, 6, 9, 10) (branches of Kannapolis, N. C.); Gunter Ashmore Mfg. Co., Inc.; Oscar Heineman Corp. (div. c

etna Industrial Corp.); Kerr Bleaching & Finishing Works, nc.; Linn Mills Co. (branch of Landis, N. C.); Locke Cotton ills Co.; Roberta Mfg. Co.; The Stead & Miller Co. (branch f Philadelphia, Pa.); Universal Mills Corp.

Connelly Springs—Francis Fabrics, Inc.

Cooleemee—Erwin Mills, Inc. (Mill No. 3) (branch of urham, N. C.)

Cornelius—Gem Yarn Mill, Inc.; Sheraton Mills Corp. subsidiary of Frank Ix & Sons, Englewood, N. J.) (plants t Lexington and Charlottesville, Va.)

Cramerton—Burlington Mills Corp. (branch of Burlingon Mills Corp., Greensboro)

Cumberland—Rockfish-Mebane Yarn Mills, Inc. (branch f Hope Mills), (plant also at Mebane)

Dallas—Dallas Mills, Inc.; Morowebb Cotton Mill Co. Div. of Macanal Textile Corp.); Robinson Mills, Inc.

Davidson—Carolina Asbestos Co.; McCanless Mills, Inc. plant No. 5) (branch of Salisbury)

Double Shoals—Double Shoals Mills, Inc.

Draper—Fieldcrest Mills (branch of Spray)

Durham—Erwin Mills, Inc. (Nos. 1, 4 and 6) (plants also t Erwin, Cooleemee, Neuse and Stonewall, Miss.); Golden elt Mfg. Co.

East Monbo—Superior Yarn Mills (branch of Mount olly)

Edenton—Edenton Cotton Mills

Elkin—Chatham Mfg. Co.

Ellenboro—Neisler Mills, Inc. (branch of Kings Mountain)

Enka—American Enka Corp. (plant also at Lowland, near orristown, Tenn.)

Erwin—Erwin Mills, Inc. (Mills Nos. 2 and 5) (branch of urham, N. C.)

Fayetteville—Burlington Mills Corp.; Holt-Williamson fg. Co.; Tolar, Hart & Holt Mills, Inc.

Fletcher—Cranston Print Works Co. (branch of Cranon, R. I.)

Forest City—Alexander Mill (Div. of North Carolina Finhing Co., Salisbury); Florence Mills (subsidiary of Cone ills Corp., Greensboro); Henry F. Thomas, Inc.

Franklinton—Burlington Mills Corp. (branch of Greensoro); Sterling Cotton Mills, Inc.

Franklinville—Randolph Mills, Inc.

Gastonia—American & Efird Mills, Inc. (Dixon Plant) branch of American & Efird Mills, Inc., Mt. Holly); Assoated Spinners, Inc. (see Delaine Worsted Mills, Inc., Div.); ernside Mills, Inc.; Burlington Mills Corp. (Modena and lint No. 1 and No. 2 Plants) (branch of Greensboro); Cenal Yarn & Dyeing Co., Inc.; Delaine Worsted Mills, Inc. Div. of Asosciated Spinners); Firestone Textiles (Div. of he Firestone Tire & Rubber Co., Akron, Ohio); Gastonia ombed Yarn Corp.; Gastonia Weaving Co.; Gray Mills, Inc.; roves Thread Co., Inc.; Jewel Cotton Mills, Inc. (Process g Div. and Thread Div.) (branch of Thomasville); LaFar hain (plants are Farmac Mills, Inc., Rock Hill, S. C.; arden Mfg. Co., Hardins, N. C.; Clayton (N. C.) Spinning o.; Bowling Green (S. C.) Spinning Co.; Peck Mfg. Co., Varrenton, N. C.; Tolar, Hart & Holt Mill, Fayetteville, . C.; Waxhaw (N. C.) Mfg. Co.); Parkdale Mills, Inc.; Piedont Fabrics; Piedmont Mill, Inc.; Textile Laboratories; extiles, Inc.; Threads, Inc.; Todd-Smith Banding Co., Inc.; renton Cotton Mills; U. S. Rubber Co. (plants also at Hoansville, Ga., Winnsboro, S. C., Burlington, N. C., Shelbylle, Tenn., and Scottsville, Va.); Waverly Braid Mills.

Gibsonville—Liberty Hosiery Mills, Inc.; Cone Mills Corp. Minneola Plant) (branch of Cone Mills Corp., Greensboro)

Glen Raven—Glen Raven Cotton Mills, Inc. (Mill No. 1, ill No. 2 at Kinston)

Goldsboro—Borden Mfg. Co.

Goldston—The Goldtex Development & Mfg. Corp.

Graham—Travora Textiles, Inc. (plant also at Haw River)

Granite Falls—Falls Mfg. Co.; Shuford Mills, Inc. (Grane Falls, Granite Cordage and Dudley Shoals Plants) branch of Hickory)

Greensboro—Burlington Mills Corp. (Greensboro Weavg Plant) (branch of Burlington Mills Corp., Greensboro); urlington Mills Corp. (Hosiery Finishing Plant) (see Burngton Mills Corp., Greensboro); Cone Finishing Co. (print orks) (subsidiary of Cone Mills Corp., Greensboro); Cone ills Corp.; Guilford Mills, Inc.; High-Speed Threads, Inc.; outhern Webbing Mills, Inc.; J. P. Stevens & Co., Inc. (Car-r Fabrics Div.) (Div. of J. P. Stevens & Co., Inc., 350 Fifth ve., N. Y. C.); J. P. Stevens & Co., Inc. (Purchasing Dept.) Div. of J. P. Stevens & Co., Inc.); Greenville Mills, Inc. subsidiary of Art Loom Carpet Co., Philadelphia, Pa.)

Grover—Minette Mills, Inc.

Hanes—P. H. Hanes Knitting Co. (branch of Winston-Salem)

Hardins—Harden Mfg. Co., Inc.

Haw River—Cone Finishing Co. (subsidiary of Cone Mills Corp., Greensboro); Cone Mills Corp. (Tabardy Plant) (branch of Greensboro); Travora Textiles, Inc. (branch of Graham)

Hazelwood—Royle & Pilkington, Inc.

Henderson—Harriet Cotton Mills; Henderson Cotton Mills

Hendersonville—Advance Thread Corp.; Belding Corticelli; Blue Ridge Cord Co.; Colonial Spin-Braid Co.; R. & S. Hosiery Mill

Henrietta—Henrietta Mills (Henrietta Mill) (branch of Caroleen)

Henry River—Henry River Mills Co.

Hickory—Bedington Hosiery Mill; C. & D. Hosiery Mill; Carolina Fine Fabrics, Inc.; Hickory Dyeing & Winding Co., Inc.; Hickory Shoe Lace Mfg. Co.; Hickory Spinners, Inc.; Hickory Throwing Co.; Ivey Weavers, Inc.; Nelly Bee Products; Shuford Mills, Inc. (Highland Cordage and A. A. Shuford Plants)

High Falls—Currie Mill, Inc. (branch of knitting mill at Carthage)

High Point—Burlington Mills Corp. (Hillcrest Throwing and High Point Weaving Plants) (branch of Greensboro); Cloverdale Dye Works, Inc.; Highland Cotton Mills, Inc.; Pickett Cotton Mills, Inc.; Tex Elastic Corp.

High Shoals—Carolinian Mills, Inc.

Hildebran—Quaker Meadows Mills, Inc.

Hillsboro—Belle Vue Mfg. Co.; Cone Mills Corp. (Eno Plant) (branch of Cone Mills Corp., Greensboro)

Homestead—The Leaksville Woolen Mills, Inc. (Mill No. 2) (plant also at Spray)

Hope Mills—Brower Mills, Inc.

Hudson—Caldwell Cotton Mill Co.; Hudson Cotton Mfg. Co.

Huntersville—Carolina Mills, Inc. (Plant No. 5) (Branch of Maiden)

Icard—Icard Cordage Mfg. Co.

Jamestown—Jamestown Mills, Inc.; Oakdale Cotton Mills

Kalmia—Kalmia Braids, Inc.

Kannapolis—Cannon Mills (Plants Nos. 1 and 4) (plants also at Concord, China Grove, Rockwell and Salisbury); Franjean Mills, Inc.; Greenway's Weaving

Kernersville—Southern Silk Mills, Inc.

Kings Mountain—Bonnie Cotton Mill; Burlington Mills Corp. (Phenix Plant) (branch of Burlington Mills Corp., Greensboro); Craftspun Yarns, Inc. (Div. of Scranton Lace Co., Scranton, Pa.); Frieda Mfg. Co. (subsidiary of Beaunit Mills, Inc., N. Y. C.); Kings Mountain Mfg. Co.; Lambeth Rope Corp. (Kings Mountain branch) (branch of New Bedford, Mass.); Mauncey Mills, Inc.; Neisler Mills, Inc. (plant also at Ellenboro); Park Yarn Mills Co.; Sadie Cotton Mills Co., Inc.; Slater Pile Fabric Corp.; The Loom-Tex Corp. (Kings Mountain Div.)

Kinston—E. I. du Pont de Nemours & Co.; Glen Raven Cotton Mills, Inc. (Mill No. 2) (branch of Glen Raven)

Landis—Corriher Mills Co.; Linn Mills Co.; Tower Weaving Corp.

Laurel Hill—Morgan Cotton Mills, Inc.

Laurinburg—Morgan Cotton Mills, Inc. (branch of Laurel Hill); Scotland Mills, Inc.; Waverly Mills, Inc.

Lawndale—Cleveland Mills Co.

Leaksville—Fieldcrest Mills, Inc.

Lenoir—Caldwell Cotton Mills; Hayes Cotton Mfg. Co.; Moore Cotton Mill Co.

Lexington—Barbet Mills, Inc.; Burlington Mills Corp. (Lexington Rayon Plant) (branch of Greensboro); Dacotah Cotton Mills, Inc.; Erlanger Mills, Inc.; Lexington Corp. (subsidiary of Frank Ix & Sons, Englewood, N. J., and plants at Cornelius and Charlottesville, Va.); Wennonah Cotton Mills Co.

Lincolnton—Balston Yarn Mills, Inc.; Boger & Crawford Spinning Mill; Carolina Hosiery Sales Co., Inc.; Crown Converting Co.; The Duplan Corp. (Lincolnton Div.) (plants also at Winston-Salem, Burnsville, Cleveland, Tenn., Grottoes, Va.); Globe Mills Co. (Lincolnton Plant) (branch of Mt. Holly); Indian Creek Mfg. Co.; Massapoag Mills Corp.; Rhodes-Rhyne Mfg. Co., Inc.; D. E. Rhyne Mills, Inc. (Laboratory Cotton Mills) (plant also at Southside); Rudisill-Smith Co.; Rudisill Spinning Mills, Inc.; Smith Mills, Inc.; Southern Spinners, Inc.; Tait Yarn Co., Inc.

Longhurst—Longhurst Mill of Roxboro Cotton Mills

Long Island—Superior Yarn Mills (branch of Mt. Holly)

Long Shoals—Long Shoals Cotton Mills

Lowell—Beaunit Mills, Inc. (plants also at Rockingham, Statesville and Childersburg); Lowell Weavers, Inc.; National Weaving Co., Inc. (subsidiary of Beaunit Mills, Inc., N. Y. C.); Peerless Spinning Corp; United Spinners Corp.

Lumberton—Caledonia Mills, Inc.; Dennis Mills, Inc.

Madison—Madison Throwing Co.

Maiden—American Yarn & Processing Co. (Union Plant) (branch of Mt. Holly and plants also at Gastonia and Whitnel); Carolina Mills, Inc. (plants also at Newton and Huntersville); J. & J. Spinning Mills; Macanal Mills No. 2, Inc. (branch of Salisbury); Maiden Spinning Mills, Inc.

Marion—Clinchfield Mfg. Co.; Conley Knitting Co.; Cross Cotton Mills Co.; Marion Mfg. Co.

Marshville—Union Asbestos & Rubber Co. (branch of Chicago, Ill.)

Matthews—Longleaf Mills, Inc.

Mayodan—Washington Mills Co. (Mayodan Plant) (branch of Fries, Va.)

McAdenville—Pharr Worsted Mills, Inc.; Stowe Mills, Inc.

Mebane—Rockfish-Mebane Yarn Mills, Inc.

Monroe—Branson Co.; Manetta Mills (Monroe Mill) (branch of Lando, S. C.); Monroe Mills Co.; Union Mills Co.; Williams Banding Co.

Mooresville—Burlington Mills Corp. (Cascade Rayon Plant) (branch of Greensboro); Mooresville Mills (plant also at Statesville)

Morganton—Duff Looms, Inc.; Morganton Weaving Co.; Ross Fabrics, Inc.; Speir Textiles, Inc.

Mount Airy—Allendale Mills, Inc.; Mount Airy Knitting Co.; Pine State Knitwear Co.; Quality Mills, Inc.; Ridgewood Hosiery Mills, Inc.

Mount Holly—American Yarn & Processing Co. (plants also at Maiden, Gastonia, Whittnel); Fibre Products, Inc. (subsidiary of American Yarn & Processing Co., Mt. Holly); Guild Mills Corp. (subsidiary of American Yarn & Processing Co., Mt. Holly); Globe Mills Co. (plant also at Lincolnton); Holly-Knit, Inc. (subsidiary of American Yarn & Processing Co.); Leaksville Woolen Mills, Inc. (Branch of Homestead); Superior Yarn Mills (plants also at East Monbo and Long Island)

Mount Pleasant—Kindley Cotton Mills; Tuscarora Cotton Mill

Murphy—City Hosiery Mill; The Duffy Silk Co.

Neuse—Erwin Mills, Inc. (Mill No. 7) (branch of Durham)

Newton—Burlington Mills Corp. (Newton Rayon Plant) (branch of Greensboro); Carolina Mills, Inc. (Mills Nos. 2, 3, and 4) (branch of Maiden); Clyde Fabrics, Inc.; Fiber Mfg. Co.

North Wilkesboro—Grier Mills; Knitcraft Corp.

Norwood—Collins & Aikman Corp. (branch of Philadelphia, Pa.) (plant also at Roxboro)

Oakboro—Oakboro Cotton Mills Co.

Old Fort—Clearwater Finishing Co.; United Rayon Mills (Old Fort Div.) (subsidiary of United Merchants and Manufacturers, Inc., 1407 Broadway, N. Y. C.) (plant also at Elberton, Ga.)

Ossipee—Burlington Mills Corp. (Ossipee Weaving Plant) (branch of Greensboro)

Oxford—Burlington Mills Corp. (Oxford Plant) (branch of Greensboro)

Patterson—Valley Mills, Inc.

Paw Creek—Kendall Mills (Thrift Plant) (plants also at Charlotte, N. C., Camden, S. C., Newberry, S. C., Edgefield, S. C., and Pelzer, S. C.); Southern Textile Banding Mill

Pilot Mountain—Armtex, Inc.; Pilot Throwing, Inc.

Pineville—Cone Mills Corp. (Pineville Plant) (branch of Greensboro)

Pisgah Forest—Endless Belt Corp. (In plant of Ecusta Paper Corp.)

Pittsboro—Chatham Mills, Inc.

Raeford—Para Thread Co. of N. C., Inc., (subsidiary of American Wringer Co., Woonsocket, R. I.); Robbins Mills (N. C.), Inc. (Raeford Throwing Div. and Raeford Weaving Div.) (branch of Aberdeen) (plants also at Red Springs and Robbins)

Ragan—J. P. Stevens & Co., Inc. (Ragan Spinning Co. Div.) (Div. of J. P. Stevens & Co., Inc., 350 Fifth Ave., N. Y. C.)

Raleigh—Pilot Mills Co.; American Woolen Co., Inc. (Raleigh Mills)

Ramseur—Columbia Mfg. Co.; Ramseur Inter-Lock Knitting Co.; Ramseur Mills, Inc. (subsidiary of Guerin Mills, Inc., Woonsocket, R. I.)

Randleman—Cone Mills Corp. (Randleman Plant)

Ranlo—Burlington Mills Corp. (Ranlo Plant) (branch of Greensboro); Rex Mills, Inc.; A. M. Smyre Mfg. Co.; Spencer Mountain Mills.

Red Springs—Robbins Mills (N.C.) Inc. (Red Springs Div.) (branch of Aberdeen) plants also at Robbins and Raeford)

Reidsville—Cone Mills Corp. (Edna Plant) (branch of Greensboro)

Rhodhiss—Pacific Mills (Rhodhiss Div.)

Rich Square—Northampton Mills

Roanoke Rapids—Patterson Mills Co.; Roanoke Mills Co.; Rosemary Mfg. Co.

Roaring River—Gordon Spinning Co.

Robbins—Robbins Mills (N.C.), Inc. (Robbins Div.) (branch of Aberdeen) (plants also at Red Springs and Raeford)

Rockingham—Aleo Mfg. Co.; Beaunit Mills, Inc.; Burlington Mills Corp. (Steele Plant) (branch of Greensboro) Hannah Pickett Worsted Mills (Div. of M. T. Stevens Southern, Div. of J. P. Stevens & Co., N.Y.C.); Ledbetter Mfg. Co. Pee Dee Textile Co., Inc.; Safie Mfg. Co.

Rockwell—Cannon Mills Co. (Plant No. 11) (branch of Kannapolis, N. C.)

Rocky Mount—Rocky Mount Cord Co.; Rocky Mount Finishing Co.; Rocky Mount Mills; Rocky Mount Rayon Mills A. Schottland, Inc.; Sidney Blumenthal & Co., Inc. (Caramount Div.)

Roseboro—Hill Spinning Co.

Roxboro—Collins & Aikman Corp. (branch of New York City) (plant also at Norwood); Roxboro Cotton Mills (plant at Longhurst); Somerset Mills, Inc.

Rutherfordton—Excelsior Mills (branch of Union, S. C.) (plants also at Clemson College, S. C., and Pendleton, S. C.) Grace Cotton Mill Co. (subsidiary of Reeves Bros., Inc., New York City); Laurel Mills, Inc.; Special Yarns Co., Inc.

Salisbury—Cannon Mills Co. (Mill No. 7) (branch of Kannapolis); Carlton Yarn Mills, Inc. (Cartex Div.) (branch of Cherryville); Cone Mills Corp. (Salisbury Plant) (branch of Cone Mills Corp., Greensboro); Macanal Mills, Inc. (plant also at Maiden); McCanless Mills, Inc. (plant also at Davidson); North Carolina Finishing Co. (plant also at Forest City); Rowan Cotton Mills Co.

Sanford—Father George Mills, Inc.

Saxapahaw—Sellers Dyeing Co.; Sellers Mfg. Co.

Selma—Eastern Mfg. Co.; Selma Cotton Mills Unit of Interchemical Corp. (Coated Products Div.) (branch of New York City)

Sevier—American Thread Co. (plants also at Dalton, Ga. Newnan, Ga., Tallapoosa, Ga., Clover, S. C., Troutman, N. C. and Bristol, Tenn.)

Shelby—Belmont Cotton Mills Co.; Consolidated Textile Co., Inc. (Ella Div.) (plant also at Lynchburg, Va.); Dover Mill Co.; Esther Mill Corp.; Lily Mills Co.; Ora Mill Co. Shelby Cotton Mills; J. P. Stevens & Co., Inc. (Clevelan Cloth Mills Div.) (Div. of J. P. Stevens & Co., Inc., 350 Fift Ave., N.Y.C.)

Siler City—Hadley Peoples Mfg. Co.; Klopman Mills, Inc

Smithfield—Burlington Mills Corp. (Smithfield Plant (branch of Greensboro)

Southern Pines—Dale Dwyer, Inc.

Southside—D. E. Rhyne Mills, Inc. (Lincoln Cotton Mills (branch of Lincolnton)

Spencer Mountain—Spencer Mountain Mills (see Ranlo)

Spindale—The Elmore Corp.; Spindale Mills, Inc.; Spiners Processing Co.; Stonecutter Mills Corp.

Spray—Fieldcrest Mills (div. of Marshall Field & Co. Chicago, Ill.) (plants also at Leaksville, Draper, Fieldale Va., and Zion, Ill.); Leaksville Woolen Mills, Inc. (Mill No 1) (branch of Homestead); Morehead Cotton Mills Co. Spray Cotton Mills.

Stanley—J. P. Stevens & Co., Inc. (Stanley Mills Div Plants 1 and 2) (Div. of J. P. Stevens & Co., N. Y. C.)

Statesville—Beaunit Mills, Inc. (Phoenix Div.) (plant also at Lowell, Rockingham and Childersburg, Ala.); Empire Mfg. Corp.; Iredell Knitting Mills; Mooresville Mill (Plant No. 7) (branch of Mooresville); Paola Cotton Mill Inc.; Seminole Mills (branch of Clearwater); Statesvill Narrow Fabric Co.; Statesville Throwing Mill

Stoneville—Baxter, Kelly & Faust, Inc. (branch of Philadelphia, Pa.)

Stony Point—Killingly Worsted Mill; Worth Spinning Co

St. Pauls—Burlington Mills Corp. (Roberson Textiles and St. Pauls Rayon Plants) (branch of Greensboro)

Swannanoa—Beacon Mfg. Co. (plants also at Westminste S. C., and Winder, Ga.)

Swepsonville—Virginia Mills, Inc.
Tarboro—Hart Cotton Mills, Inc.
Taylorsville—Brookwood Mills, Inc.; Irene Mills, Inc.; hodes-Whitener Mills, Inc.; Schneider Mills
Thomasville—Amazon Cotton Mills; Jewel Cotton Mills, c.
Troutman—American Thread Co. (Troutman Div.) (plants so at Clover, S. C., Dalton, Ga., and Tallapoosa, Ga., New- n, Ga., Bristol, Tenn., and Sevier, N. C.); Pine State Yarn ills, Inc.
Troy—A. Leon Capel; The Smitherman Cotton Mills.
Tryon—Moss-Foy Textile Co.; Kilburn Mills (branch of ew Bedford, Mass.); Southern Mercerizing Co., Inc.; Tryon rocessing Co.
Turnersburg—Rocky Creek Mills, Inc.
Tuxedo—Green River Mills, Inc.
Valdese—Burkyarns, Inc.; Valdese Mfg. Co.; Valdese 'eavers, Inc.
Vass—Angus Mills, Inc.; Textron Southern, Inc. (branch Anderson, S. C.)
Wadesboro—Hornwood Warp Knitting Corp.; Little Cot- n Mfg. Co.; Wade Mfg. Co.; West Knitting Corp.
Wake Forest—Burlington Mills Corp. (Wake Finishing lant) (branch of Greensboro); Royal Cotton Mill Co.
Wallace—J. P. Stevens & Co., Inc. (Carter Fabrics Div.) Div. of J. P. Stevens & Co., Inc., N. Y. C.)
Warrenton—Peck Mfg. Co. of N. C., Inc.
Waxhaw—Waxhaw Mfg. Co.
Waynesville—Royle & Pilkington, Inc. (see Hazelwood)
Whitnel—American Yarn & Processing Co. (Nelson Plant) branch of Mt. Holly) (plants also at Gastonia and Maiden); pun Fibers, Inc. (subsidiary of American Yarn & Process- g Co., Mt. Holly)
Wilmington—Spofford Mills, Inc.; Timme Corp.; Wil- ington Warp Knitting Co.
Wilson—Sidney Blumenthal & Co., Inc. (Wilson Div.) branch of Rocky Mount)
Winston-Salem—Arista Mills Co.; Carolina Insulating arn Co.; Carolina Narrow Fabric Co.; The Duplan Corp. branch of Hazelton, Pa.) (plants also at Burnsville, Lin- olnton, Cleveland, Tenn., and Grottoes, Va.); Hanes Dye Finishing Co.; P. H. Hanes Knitting Co.; Indera Mills o.; Washington Mills Co.
Worthville—Leward Cotton Mills, Inc.

RWIN MILLS GROUP IN PICTURE 48 YEARS OLD; THREE OF DUKES

An intensely interesting old group picture (below) taken early 50 years ago and showing 14 prominent individuals onnected in various ways with the early development of the rwin Cotton Mills, now Erwin Mills, Inc., has been made vailable by Erwin Mill officials.

This picture is intriguing in part because it shows Washing- on Duke and his two sons, Benjamin N. Duke and James B. uke, whose chief fame was acquired through tobacco manufacturing. However, they were the founders and the principal owners of Erwin Mills. The picture was made at Duke, now Erwin. Information indicates that it was taken in the summer of 1904 when the Erwin Mill at Duke had been completed and was about ready to start operation and not in the fall of 1902 as a notation on the back of the picture seemed to indicate. At that time the Cape Fear and Northern Railroad Co. line—now Durham and Southern—extended from Apex to Angier only. W. A. Erwin, then secretary-treasurer and general manager of the Erwin Mills, wanted the line extended to Duke in order to serve the new mill, and later Captain Lemon, shown in the picture, had charge of the construction of this extension. Others shown in the picture were interested either in the mill, the railroad or were associated with the Duke interests in various ways.

This group made the trip to Duke to inspect the mill and also to inspect the 5,000 acres of very beautiful farm and timber land owned by the mill company. Proposal for the extension of this railroad from Angier to Duke was probably also a matter considered on the trip.

At the time the Erwin Cotton Mills was founded in 1892 by J. B. Duke and associates for the purpose of making tobacco cloth for smoking tobacco bags, the officers were B. N. Duke, president; George W. Watts, vice-president; W. A. Erwin, secretary-treasurer and general manager, and W. W. Fuller, counselor. The directors were Washington Duke, George W. Watts, W. A. Erwin and B. N. Duke. They were also probably the officers at the time the picture was made.

Included in the picture, seated left to right, are Benjamin N. Duke; Washington Duke; James B. Duke; Thomas Walker, a tobacco buyer for the Duke interests; Colonel Carrington, tobacco buyer for the Dukes (one list gave his name as Thomas P. Moore); James S. Cobb, leaf tobacco dealer, and Colonel J. C. Angier, manager of the present Durham and Southern Railroad and of the Cary Lumber Co., who married a distant cousin of B. N. Duke and whose sister married B. N. Duke.

Second row, left to right: Dr. A. G. Carr, brother of the late General Julian S. Carr and father of William F. Carr, for many years mayor of Durham, who accompanied Washington Duke as a personal physician; W. A. Erwin, secretary-treasurer and general manager of the mill; J. E. Stagg, private secretary to B. N. Duke, who married a niece of Washington Duke; Frank P. Tate, civil engineer in charge of construction of the mill at Duke; E. S. Yarbrough, assistant to Mr. Tate; Captain Lemon, C.E., of the present Durham and Southern Railroad, who was in charge of construction of the extension from Angier to Duke; Frank L. Fuller, one of the attorneys for the Duke interests.

It is interesting to note that E. S. Yarbrough, youngest looking man in the group, is the only member surviving today. Mr. Yarbrough furnished much of the information included in this article and relates many human interest stories connected with individuals in the picture who took the trip to Duke. Mr. Frank L. Fuller, 84, died September 10, 1952, at his home in New York City, after a short illness. He was attorney for Liggett & Myers Tobacco Co. for 30 years, 1911 until 1941, when he retired.



Huge Post-war Growth of N. C. Textiles; Many New Plant

By PAUL KELLY, *Head, Division of Commerce and Industry*
N. C. State Dept. of Conservation & Development

In the period from the close of World War II until late 1951, North Carolina's great textile industry has enjoyed a period of unprecedented growth. In 1951, the Blue Book of Southern Progress showed 1,047 textile plants in North Carolina (13 percent of all plants), 230,000 workers (54 percent of all workers), with sales amounting to $2,688,000,000, or 44 percent of all sales of manufactured products in North Carolina.

In 1939, there were only 695 plants, 181,246 workers and value of products amounted to $549,741,388, which was 39 percent of total value of products. The latest figures compiled by the North Carolina Department of Labor show 240,000 persons, or 2 out of every 3 of our industrial workers, engaged in the manufacture of textiles.

This great North Carolina industry, however, does not live to itself alone. Between it and scores of other industries there exists an interdependence of the utmost importance in keeping the State economy on an even keel. The textile industry buys and sells to and from virtually every other major industry in the State.

Government figures show, in a single postwar year, on a national scale, the textile industry paid out $2,079,000,000 in purchase of agricultural supplies, bought $800,000,000 worth of chemicals and $438,000,000 worth of goods from miscellaneous small industries. The industry spent millions more for fuel and energy and transportation and paid out still more millions in taxes and numerous other payments, of which North Carolina has received her share. What benefits textiles benefits American business generally.

Until comparatively recent years, the primary textile development in the State was cotton spinning, largely the coarser yarns, with only a limited amount of weaving and little dyeing and finishing. Today, we are witnessing the almost unbelievable growth of the manufacture of man-made fibers—synthetics—in our State.

DuPont is erecting a $30 million plant, the first of its kind in the world, near Kinston, to produce Dacron. Its impact is already felt in Eastern Carolina towns. Allied industries are now under consideration in several near-by towns to handle the product from the Dacron plant when operation begins in 1953.

Dacron—a condensation polymer—is classified as one of the miracle textiles and takes its place alongside Nylon and Orlon. When the plant is completed, it is estimated that the payroll will be around $4,000,000 a year and employ 1400 persons. It will have an annual capacity of 10 million pounds of continuous filament yarn and 25 million pounds of staple and tow.

Carbon and Carbide Chemicals Corporation, a division of Union Carbide and Carbon Company, expects to start soon on a $30 million plant at Spray—the home of the discovery of calcium carbide—to produce Dynel staple, a synthetic fiber, at the rate of 20 million pounds per year. It is expected that employment will be between 300 and 500 person with an annual payroll of more than $1 million.

The new fiber, Dynel, is now being used in blanl ets, men's socks, apparel blends, doll wigs, industri uniforms, and in other applications where the cha acteristics of the material are far superior to thos of wool.

J. P. Stevens & Co. has recently completed a ne synthetics weaving mill at Wallace, costing $2 mi lion, which will employ around 300 persons with a estimated weekly payroll of over $20,000.

Duffy Silk Co. has erected a $400,000 nylon throv ing plant at Murphy, which will employ about 15 people. In addition to the plant construction, th equipment represents an investment of several hu dred thousand dollars more. Production is just ge ting underway in this plant.

American Thread Co. is constructing a new mult million dollar plant at Sevier, near Marion, whic is scheduled to begin operation on a small scale du ing the year. This plant will employ 800 to 1,0 persons when it reaches full capacity. Operatio at this plant will be set up in two divisions—the fir will involve the finishing of weaving and knittin yarns, while the second will include the finishing such domestic products as small spools, skeins ar balls of thread. Plans call for three main un buildings, one of which is to have around 300,0 sq. ft. of floor space. The entire plant will have ov 600,000 sq. ft. of floor space when completed.

Robbins Mills (N. C.), Inc., has recently complete a $4 million synthetic processing plant at Robbi and a $12 million spun rayon plant in Raeford. Th Raeford plant will employ around 900 persons. (S pictures, pages 105-107).

Klopman Mills, Inc., synthetic weavers, recent began production in their new Siler City plant whic contains 150,000 sq. ft. and employs 400 persons wi a weekly payroll of around $25,000. The Asheb plant, which employs 1,000 people, is still bei expanded.

Frank Ix and Sons are operating a $1 milli broad-woven fabric mill in Lexington, which w completed in 1950. They employ around 250 wor ers.

Mount Hope Finishing Co. has recently establish a plant at Butner which is engaged in job finishi of synthetic yarn fabrics and expects to employ mo than 300 workers, with an annual payroll of arou $750,000. Mount Hope has also purchased 19 acr of land adjoining its present location.

Burlington Mills Corp., world's largest fabricato of man-made fibers, has recently started constru tion on an addition that will add 10,000 sq. ft. floor space to its Cetwick plant in Asheboro. Th plant was purchased by Burlington Mills in 1939 a has been expanded three times since then. The pla processes nylon yarn and employs approximately 1 persons.

The Reidsville Throwing Plant of Burlington Mi is being converted into a regional warehousing a shipping operation.

The Oxford Spinning Plant of Burlington Mills has recently been expanded to approximately double its size.

In 1950, Burlington Mills bought a plant site at Lillington for the erection of a large finishing plant which will be a part of the Company's future expansion program. In 1951, Burlington Mills also bought a site at Sanford for the erection of a synthetic weaving plant, which will also be a part of their future expansion program.

Belding Hemingway Co., Inc., completed its $2 million Hendersonville Belding Corticelli plant in late '51. This is the only plant in the Nation devoted exclusively to the production of Monocord thread, a new development in the field of synthetics. The product has been described as the outstanding new development in the manufacture of sewing thread. The plant is on a 15-acre site, has a floor space of approximately 50,000 sq. ft. and expects to employ 400 persons.

Kilburn Mills is completing a $2 million plant at Tryon. This is a finishing establishment for sewing threads for industrial purposes and supplying sewing thread to other mills. About 150 persons will be employed. This modern building has 60,000 sq. ft. of floor space and is one of the few buildings of its kind to be erected in recent years entirely without the use of steel for frame work.

The Oscar Heineman Corp. has recently announced that it will have an immediate investment of approximately $300,000 in equipment in the 40,000 sq. ft. plant they have just purchased in Concord from Hoover Hosiery Company. They will employ 125 persons with an annual payroll of approximately $400,000. This is a nylon throwing plant for the textile industry.

The Duplan Corporation has started production in its new million dollar rayon and nylon manufacturing plant at Burnsville and plans to employ up to 500 persons.

Cranston Print Works, textile finishers and dyers, is in full operation in its $3,500,000 plant in Fletcher, which was started in 1948. This concern employs approximately 400 persons.

The woolen and worsted industry is also following the trend of Southern plant location. North Carolina is exceedingly proud of the mills which have located within its boundaries.

The $2 million Hatch Mill, owned by Deering-Milliken, at Columbus, has recently begun operation. This plant manufactures raw stock dyed woolens, primarily for dress and sportswear trades. Around 250 persons are employed. (See picture, page 129.)

Wyandotte Worsted Mills have purchased a site at Lakeview, Moore County, and plan to erect a modern plant soon which will employ between 400 and 500 persons.

Woonsocket Falls Mills at Wilmington is in operation now in its $3,500,000 plant, employing approximately 700 persons. They manufacture pile fabrics of various types.

Greenville Mills, Inc., a subsidiary of Artloom Carpet Co., Inc., woolen yarn mill of Greenville, is in full production, including wool blending, washing, dyeing, spinning and twisting, with an annual payroll of between $350,000 and $400,000 and employing around 150 persons.

Ramseur Worsted Mills, Inc., a subsidiary of Guerin Mills, has recently completed the construction of a worsted spinning mill in Ramseur.

American Woolen Co. is in production in Raleigh in the old Premier Worsted plant. With an estimated plant investment of $1,750,000 and around 250 employees engaged in making worsted cloth, it is expected that employment will increase steadily, probably to 900.

The growing importance of North Carolina as a center of the textile industry has been re-emphasized recently in the announcements of the Duplan Corporation and the Celanese Corporation that they are moving their offices and operations centers to Charlotte.

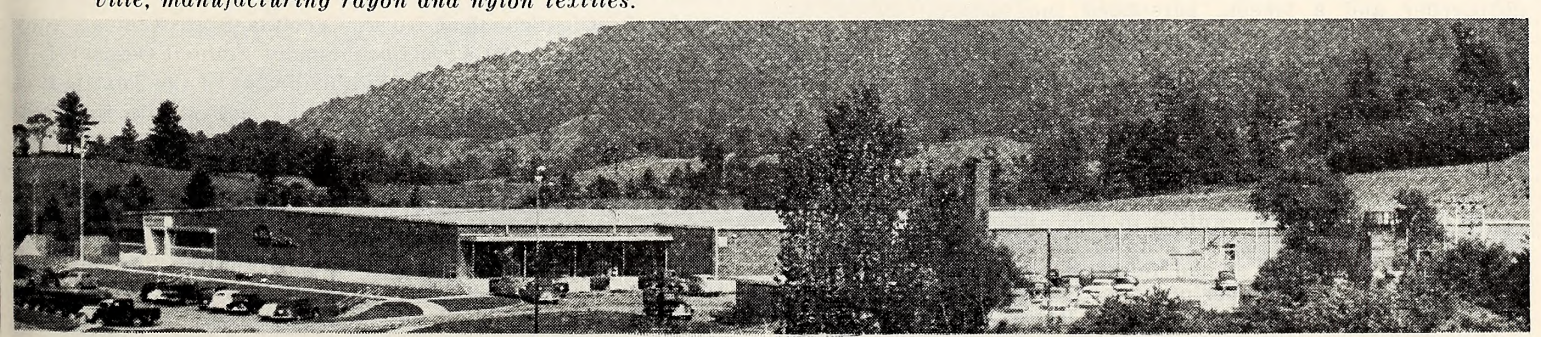
Duplan's office controls the operations of nine weaving and throwing plants in the United States and acts in an advisory capacity to the Company's two plants in Canada. No estimate has been given as yet to the amount of money to be invested in the new headquarters. The move is being made because Charlotte offers an ideal center for handling the operations of the Company's various plants.

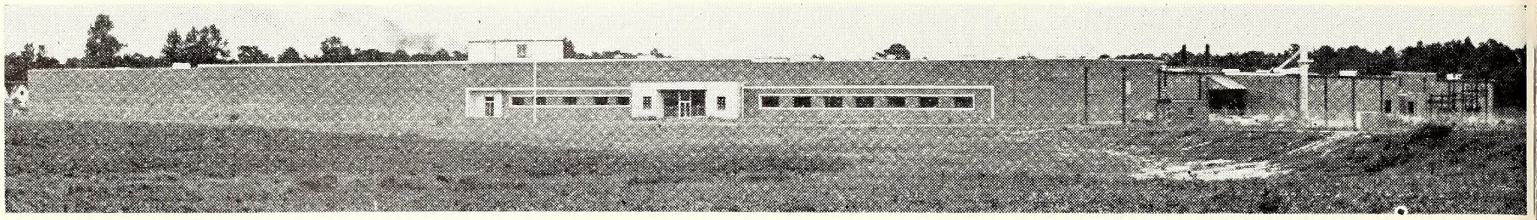
Construction has already begun on the $5 million Celanese headquarters building, which will have 250,000 sq. ft. of floor space. Around 700 persons will be employed in these offices, which, when completed in 1954 will compose the largest office building in North Carolina. Here will be concentrated the engineering, research, quality control and other central office functions of this large synthetic fiber manufacturer.

With the constant increase of textile plants in North Carolina comes the demand for trained technologists and other specialized personnel. The School of Textiles at North Carolina State College, one of the foremost textile schools in the world, is constantly adding new courses to its curriculum in order to keep its students trained in the newest textile developments.

Plans have been announced for setting up a training program for loom fixers at Erwin and Cooleemee through the assistance of Erwin Mills, Inc. by the State Department of Public Instruction. The

Duplan Corp., new and modern million dollar plant at Burnsville, manufacturing rayon and nylon textiles.





Recently erected $3,500,000 plant of Woonsocket Falls Mills at Wilmington, employing about 700 workers and making varied types of pile fabrics.

first class has been completed in the Durham school, which was set up by them.

Gaston County opened its Gaston Technical Institute in Gastonia this fall to train maintenance men in the mechanics of all phases of textile machinery and equipment.

The North Carolina Vocational Textile School, built in 1943, near Belmont, is the only institution of its kind in the United States, offering courses in every phase of textile work from the cleaning of cotton to the tailoring of suits. Students receive diplomas at the end of a two-year course. Class hours are arranged so that persons working in near-by mills can attend the school without interrupting their employment schedule.

The New York Alumni group of the School of Textiles at State College has recently recommended that several courses in textile marketing and merchandizing be established in the School of Textiles. This group expressed the belief that these courses would be beneficial to the people of the State, inasmuch as North Carolina has more mills than any other State and that 44 percent of the State's industrial income is derived from the textile industry.

North Carolina may well be proud of its leading industry!!

Rocky Mount Oldest Continuing Mill, One Family, One Site

Rocky Mount Mills, Rocky Mount, is possibly the oldest mill organization in North Carolina. Certainly it is the oldest mill that has operated continuously on the same site except for periods for rebuilding the burned plant and continuously operated by one family—the Battles. The mill was established in 1818 at the Falls of Tar River where a granite ledge formed a natural dam which supplied water power for the plant and is now operated under the direction of the fifth generation of Battles.

The founders were Joel Battle, Peter Evans and Henry Donaldson. The original building, erected in 1818 on a solid rock foundation, was four stories high although only 30 feet wide by 76 feet long. By 1825 Joel Battle had become the sole owner and operated the mill until his death in 1829. During all this period and until 1852 the mill was operated by slave labor and was strictly a community enterprise. Local growers brought the raw cotton and exchanged it for yarn and cloth. Yarns also were exchanged for meat, grain and other farm products.

When Joel Battle died, his estate was divided among his children and the mill was operated as Battle & Bros. under the direction of the oldest son, William H. Battle, who later became a Justice of the North Carolina Supreme Court. Another of Joel's sons, Benjamin G. Battle, built as a residence in 1835, the present main office. Joel's sons operated the mill until 1847 when it was sold to a cousin, James S. Battle, and his son, William S. Battle. In this period the tracks of the Wilmington & Weldon Railroad (now Atlantic Coast Line) were laid within a mile of the mill. Then it passed out of its earlier classification as purely a local enterprise. In 1857 when James S. Battle died, the mill passed to the third generation. William S. Battle took over and with his son, James S. Battle, operated the plant as Battle & Sons until 1878.

Soon after the outbreak of the Civil War, the mill engaged in producing cloth for the Confederate Government. The plant thus became a natural target and on July 20, 1863, a Union Cavalry burned it down. The superintendent at that time, a northerner and a Mason, persuaded the Cavalry officer to spare the residence, now the plant's main office. The mill was rebuilt in 1865 but was burned again by an incendiary on November 10, 1869. It was rebuilt at once. The reconstruction period proved too strenuous for private ownership and in 1878 a charter of incorporation was secured and a new organization formed. New capital, expected in the reorganization, did not materialize sufficiently and on September 2, 1883, William S. Battle assigned the stock to his trustees, thus losing control.

The company was reorganized in 1885 and the trustees elected as secretary and financial head of the company Thomas H. Battle, great-grandson of the founder. At that time James H. Ruffin was elected superintendent continuing as such until he retired in 1898. Then Thomas H. Battle took his place as superintendent. Under his direction the mill expanded and improving working conditions. Among industrial firsts Rocky Mount Mills established automatic sprinklers and electric lights in 1889; automatic humidifiers in 1899; steam turbines in 1911; long draft roving and spinning machines in 1932.

Thomas H. Battle continued as head of the mill until he retired in 1933 when his son, Hyman L. Battle, fifth generation assumed charge. Present officers are Paul C. Collins, president; Kemp D. Battle, vice-president; Hyman L. Battle, treasurer and manager; Ronald E. Stevens, assistant treasurer; W. J. Laughridge, general superintendent, and Welford Price secretary.

Rocky Mount Mills has been developed into a very efficient cotton spinning mill and has established an enviable record in employee relations with John M. Scott, Jr., as personnel director. The plant operates normally on three eight-hour shifts, granting its employees six recognized holidays and one week of vacation with pay. It employs about 625 workers in normal operations.

The modern Rocky Mount Mills now operates about 39,000 spindles producing carded cotton yarns ranging from 4s through 20s which go into a variety of products. Among these are automobile upholstery, lace curtains, tablecloths, electrical insulation and tape and webbing of any kinds. Its only finished product is Riverside tobacco twine.

So, with its 134 years of operation on one site and largely by one family, the Rocky Mount Mills is now one of the splendid and larger cotton spinning plants in North Carolina.

N. C. TEXTILE FOUNDATION ADDED OVER $1,000,000 FOR TEACHING

Formation of the North Carolina Textile Foundation in December, 1942, provided "the greatest stimulus for textile education in the United States", Dean Malcolm E. Campbell of the Textile School of North Carolina State College, told a meeting of State College's Development Council October 1.

Dean Campbell said the establishment of the Textile Foundation was a boon to textile education, not only in the United States, but in other countries of the world.

Since its creation, the Foundation has received contributions in excess of $1,000,000. The Textile Foundation has used income from the contributions to supplement the State salary scale in retaining and attracting top-ranking authorities for research and teaching duties in the State College School of Textiles, Dean Campbell said.

COTTON TEXTILES, LONG IMPORTANT, JOINED BY MAN-MADE FIBERS:

Cannon Mills, Kannapolis, World's Largest Towel Producer

Cannon Mills Co., Kannapolis, largest towel manufacturer in the world and largest employer of labor in North Carolina, lays claims to numbers of unique features. Among them the town of Kannapolis is the largest unincorporated town in the world and is located on property owned by the mill. Kannapolis (Greek for "loom city") boasts of one of the finest school systems in the State, contains an attractive lake near its center and contains all the modern conveniences of a city without the imposition of a city tax.

North Carolina's largest industry had its beginning in 1887 when James W. Cannon started a small plant in Concord producing cotton yarns. A short time afterwards he also began weaving a grade of cloth known as Cannon cloth which became a household word and was used extensively throughout the South in making women's and children's clothing. Although Cannon cloth was extensively used, the field was limited and Mr. Cannon worked out an idea and began the production of cotton hand towels in 1898. This was the first towel plant in the South and the demand grew for this popular household article until the Cannon towel took its place along side the Cannon cloth in popularity.

Then in 1905 Mr. Cannon bought a 600 acre tract of land seven miles north of his original plant at Concord in the northern end of Cabarrus County and near the Rowan County line. Here Mr. Cannon set about building the first unit of widespread Cannon Mills in Kannapolis. While the mill was being constructed, he also built several comfortable homes to be used by employees when the mill was completed. Within a few months, the first unit of the world's largest towel mill was in operation and the town of Kannapolis was started. Many of the workers employed in the construction of the mill remained after it was completed to work in it. In his relations with his employees Mr. Cannon believed that good treatment resulted in good products. He gave sites and frequently contributed funds for the erection of school and church buildings needed in the community. He also built and gave to the community a YMCA building now known as Cannon Memorial which now has a membership of 10,000, the largest in the South and one of the largest in the nation.

James W. Cannon was a firm believer in advertising and felt that all Cannon goods should bear the Cannon name so his products would become well-known and demanded by the consumers. Immediately after World War I Mr. Cannon planned one of the most extensive programs of advertising, merchandising and research that had ever been undertaken in the South. Before this program was well underway, Mr. Cannon died in 1921.

Charles A. Cannon, his son, then only 19 years of age, became head of the organization and on his shoulders was placed the responsibility of carrying out the program his father had planned. This he did with such force and effectiveness that it brought results far beyond those his father had ever dreamed of. Young Charles Cannon developed a method of sewing Cannon labels on every towel produced, thus making the Cannon name and Cannon products known throughout the nation. It was young Charles Cannon who first developed towel styling and to meet the modern tendencies for brighter homes, Mr. Cannon developed towels in pastel shades. In 1928 he introduced "towel ensembles"; that is, matching sets, including bath and face towels, bath mats and wash cloths, and in the next year he held the first towel style show ever conducted. In 1934 Mr. Cannon startled the retail trade as well as housekeepers by introducing Cannon sheets wrapped in cellophane to keep them laundry fresh, and since that time Cannon sheets have been taking their place along side the already widely accepted Cannon towels.

Principal plants of Cannon Mills Co. at Kannapolis, largest employer of labor in North Carolina with part of the model village in front and rural homes in rear.



In all Cannon products may be found the highest grade of cotton with the longest fibers. In each step from cotton to cloth the processes are carried on by highly trained workers and through the most modern machinery. Simply stated these processes include the operations of cotton picking, carding, drawing, roving, spinning, weaving, bleaching, cutting and hemming, inspecting, folding, packing, wrapping and shipping. In the production of towels a special type of weaving is followed to produce the desired thickness and fluff for the water thirsty fabrics.

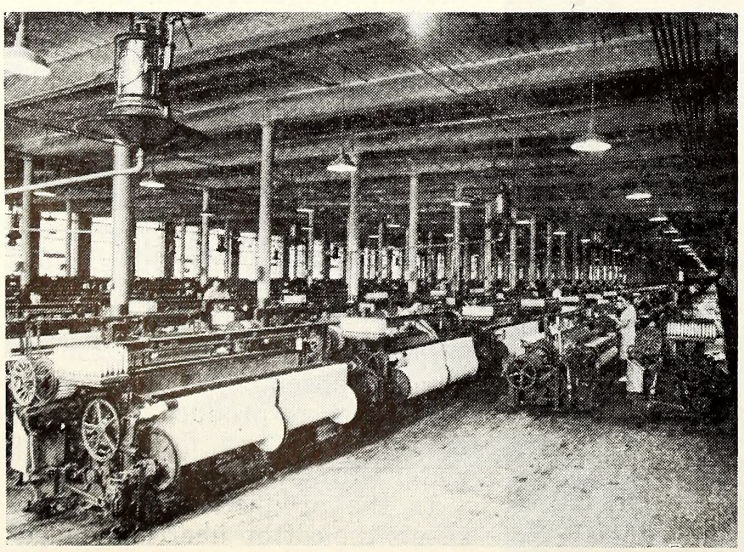
In the production of percale sheets the cotton fiber is blended 600 times and processed through combers to eliminate short fibers

and impurities. Weaving is done on wide looms and after thorough inspection and bleaching, the fabric is torn for proper lengths. The sheets are then carried through the hemming and labeling process, then ironed, folded and wrapped for packing and shipping. In addition to Cannon towels and Cannon sheets, both percale and muslin, Cannon blankets and Cannon stockings have been added to the other popular Cannon products.

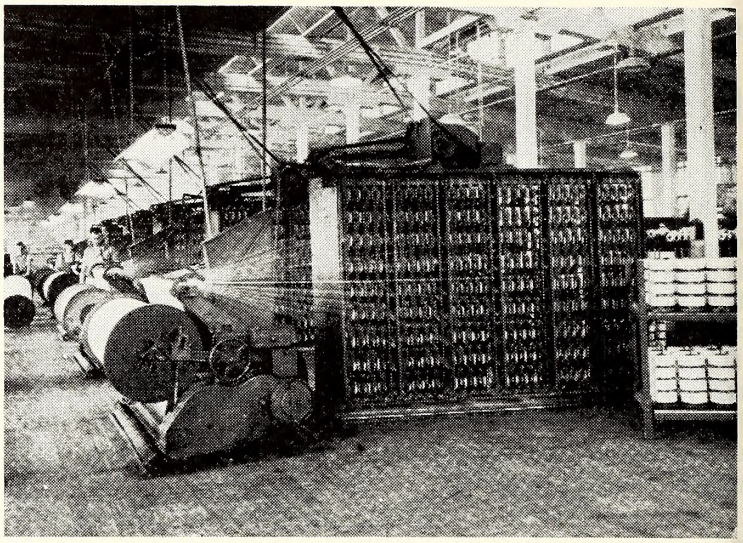
Cannon Mills Co. seems just as interested in providing modern conveniences and attractive surroundings for its employees as it is in producing quality products. The corporation in 1937 launched a vast construction program in the business district of Kannapolis which is still in progress. Millions of dollars are being spent in producing a town in which all buildings in the business district follow one general architectural theme in Williamsburg Colonial. Several of its streets are 130 feet wide, allowing parking on both sides and in the center area. Homes for members of the Cannon industrial family are entirely modern, convenient and attractive.

The public school system of Kannapolis, operated by a school board, is one of the most progressing in the entire State. Sites for many of the buildings were donated by the Cannon Mills Co. and heavy contributions have been made by Mr. Cannon for buildings, supplementary salaries and other educational requirements. In addition to the J. W. Cannon High School, the system next year will have what will be known as the A. L. Brown High School and seven elementary schools for white children in addition to the George W. Carver High and Elementary School for Negro children. This fall the system will have three principals, one supervisor, 40 high school teachers and 112 elementary teachers. Enrollment last year was 3,984 elementary students, 1,415 high school students.

The Cabarrus County General Hospital, highly endowed by members of the Cannon family, established a nursing school in 1942 and new school quarters were completed in 1946 including dormitories, classrooms, laboratory and other hospital requirements. This is one of the few hospitals in North Carolina which awards the BS degree in nursing. As noted the Cannon Memorial YMCA building, erected by James W. Cannon and with 10,000 members now, is the home of 50 organized clubs. Its features include a gymnasium, tennis courts, bowling alleys, club rooms, health club, library, swimming pool, several kitchens, snack bar, boys' department, physical department, and women's department. Several playgrounds in the community are supervised by YMCA personnel. The Mary Ellan Hall, built during World War I as a home for women workers, was named in honor of the wife of the founder of the Cannon Mills Co.



One large weave room of Cannon Mills Co. in which extra wide sheeting is woven.



Yarn is wound in strands running parallel on large cylinders known as warp beam at Cannon Mills Co.

Charles A. Cannon is very proud of the many years of service of many employees in the organization. Each year he gives a loyalty banquet honoring employees who have been with the Cannon Mills for as long as 25 years. Approximately 10% of the 19,000 employees in Kannapolis attend this annual event.

Cannon Mills Co. and subsidiaries have a capital and surplus of almost $102,000,000, of which slightly less than $52,000,000, about equally divided between common and Class B stock, is paid-in capital. Total earned and capital surplus, including almost $34,000,000 reserved for working capital, exceeds $51,000,000. Plant valuation, shown at cost and before depreciation, is almost $50,000,000. Net sales in 1951, as shown in the Annual Report, approached $189,000,000 from which gross profits were in excess of $33,000,000. Net income after Federal and State income taxes of more than $15,000,000 had been paid amounted to more than $13,000,000. Dividends declared at the rate of $3.00 a share exceeded $6,222,000.

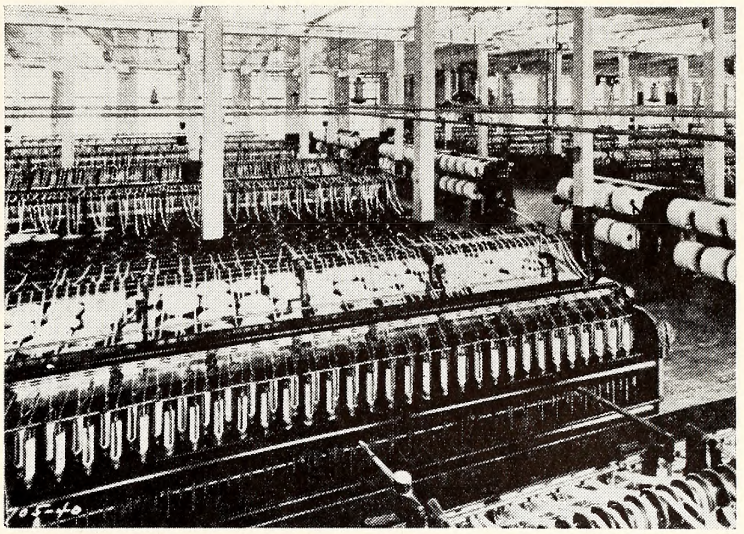
Officers serving with President Charles A. Cannon include A. Luther Brown, William C. Cannon, Arthur W. Fisher, Julian C. Harmon, Don S. Holt, Hearne Swink and Frederic A. Williams, vice-presidents; E. Gray Bost, treasurer; Hearne Swink, secretary; Edward Sauvain and George A. Batte, Jr., assistant treasurers; E. Gray Bost, Joseph J. Boyle and William C. Cannon, assistant secretaries. Directors of the corporation are John J. Barnhardt, E. Gray Bost, A. Luther Brown, Charles A. Cannon, Martin L. Cannon, William C. Cannon, Arthur W. Fisher, Julian C. Harmon, Alexander R. Howard, Ellison S. McKissick and Hearne Swink.

Cannon products include towels, sheets, pillowcases, bed spreads, draperies, sheeting and yarn,

anufactured largely in the principal Cannon plants t Kannapolis. These and other Cannon products re manufactured at a dozen or more plants located rgely in Concord and China Grove, but hosiery nd other textile products are produced in some of ne associated companies.

Following the organization of the Cannon Manufacturing Co. in Concord in 1897 by James W. Cannon and another building erected soon after, which became plants No. 1 and 2, Cannon Mills acquired numbers of other textile plants already in operation nd built still other plants. Among these were Carrus Cotton Mills, started in Concord in 1892, hich became plants No. 4 and 5; Gibson Manufacuring Co., started in 1899 in Concord, which became lant No. 6; Kesler Manufacturing Co., started in alisbury in 1895, which became plant No. 7; Patterson Manufacturing Co., started in China Grove in 893, which became plant No. 8; Franklin Cotton ill, organized in Concord in 1918, which became lant No. 9; Norcott Mills, the predecessor company r plant No. 10, started in Concord in 1915; Barnger Cotton Mill, started in Rockwell in 1907, now ant No. 11.

Mr. Cannon is also president of Wiscassett Mills o., Albemarle, with a capitalization of $5,000,000 nd operating more than 92,000 spindles and 89 fullshioned knitting machines in the production of carded and combed yarns and ladies full-fashioned hosiery. A. L. Brown, vice-president of Cannon Mills Co., is also president of China Grove Cotton Mills Co., capitalized at $1,500,000 and operating more than 67,000 spindles in the production of combed yarns. Mr. Cannon and other officials of the Cannon Mills are officers and directors of several other textile mills operated in North Carolina.



Roving frame where roving is drawn out and twisted into smaller size ready for spinning at Cannon Mills Co.

Burlington Mills is Largest Synthetic Textile Producer

Burlington Mills, Inc., with executive offices in reensboro, started in Burlington in 1923 under the adership of J. Spencer Love as a very small textile ant, has expanded until it is now the largest manucturer of synthetic textiles in the world and proucing some of the finest fabrics made in America ith 73 plants in 44 communities in eight states and ur foreign countries, employing approximately ,000 workers and with an annual payroll of around 3,000,000.

The first Burlington Mills plant employed about 0 workers and its products were low-priced items cluding fabrics for railroad flags and stiffening aterial for lining women's hats. Even in 1927, five ears after the plant was started, its entire production for one day could be hauled to the freight depot one man with a one-horse wagon. In the 25 years nce that time Burlington Mills has expanded gradlly until it is one of the largest textile organizaons in North Carolina in addition to the numerous ants outside this state. Most of the expansion of urlington Mills has been through the purchase of ants, large and small, in this and other states. Usually when a plant was added to the corporation it was necessary to modernize it completely and install new equipment.

In addition to nine hosiery mills in six communities and eight auxiliary services in or near communities in which plants are located, Burlington Mills has 36 textile plants in 21 North Carolina communities. These 36 textile plants are located in Burlington, Greensboro, High Point, Gastonia, Kings Mountain, Smithfield, Cramerton, Central Falls, Asheboro, Lexington, Ossipee, Wake Forest, Randleman, Fayetteville, Oxford, St. Pauls, Mooresville, Reidsville, Newton, Cordova, Franklinton and Kernersville.

Employment in this State in all Burlington Mills units averages between 16,000 and 17,000 workers. Although it operates in several of the larger textile communities, Burlington has most of its plants in small towns where its payroll constitutes a major source of income for such communities. As evidence of the rapid increase in production the sales in 1932 amounted to only about $15,000,000 annually. Present sales, only 20 years later, amount to approximately $300,000,000 annually.

J. Spencer Love, founder of this great textile empire, was actually born in Cambridge, Mass., while

eensboro Finishing Plant, left, and Development Finishing Plant of Burlington Mills Co., Greensboro.



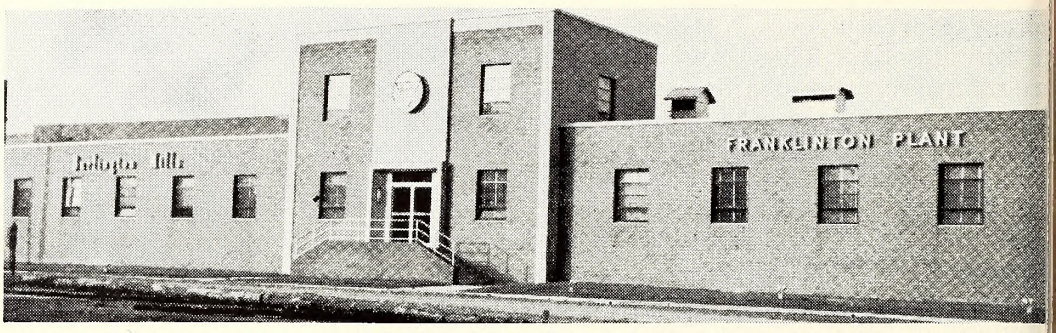
his father was a professor at Harvard University. However, both of his parents originally were from Gastonia and his father had been a teacher at the University of North Carolina which institution his grandmother, Cornelia Phillips Spencer, is credited with reopening after the Civil War. He graduated from Harvard in 1917 and later spent a year there in the Graduate School of Business Administration. In World War I he was commissioned as First Lieutenant in Infantry at Plattsburg in 1917 and went to France the next year with the Headquarters Staff of the 78th Division. He was commended by General Pershing. After the war young Love took a job as payroll clerk in a Gastonia textile mill at $120 a month. A short time later he started his textile career by purchasing, largely with borrowed money, the Gastonia Cotton Manufacturing Co., selling it soon afterward.

A short time later Mr. Love started Burlington Mills in 1923 with the help of local businessmen in Burlington who put up most of the necessary capital. The enormous expansion of this company has been achieved in the last quarter of a century. Mr. Love sensed the importance of synthetic fibers and was a pioneer in weaving and knitting these man-made fibers alone and in combination with cotton, wool, silk and other natural fibers. To this may be attributed in large part the success of Burlington Mills.

When Mr. Love was made chairman of the Board of Directors in 1947, he was succeeded as president by John C. Cowan, Jr., son of a Rutherfordton merchant and a graduate of the University of North Carolina in 1921. Mr. Cowan joined Burlington Mills in 1931 as superintendent of the Ossipee Weaving Plant near Burlington. Because of the fine executive ability he displayed, he was transferred to the executive offices of the company in Greensboro in 1935. In 1937 he became vice-president and soon afterward was put in charge of all manufacturing operations. He became general manager of all operations in 1945 and was elected president of Burlington Mills two years later.

Other officers include ten vice-presidents, Kenneth R. Fox, James L. Frink, Jay E. Garvin, Robert A. Gilliam, Walter E. Greer, Jr., David A. Gryder, John W. Harden, A. L. McArthur, Jr., Charles F. Myers, Jr., W. Bailey Sellars; Stephen L. Upson, secretary; C. Eugene Rowe, treasurer; and Henry E. Rauch, controller.

Directors, with J. Spencer Love as chairman of the board, include the following: Graham H. Anthony, Graham B. Blaine, Kenneth Collins, William S. Coulter, John C. Cowan, Jr., John Clifford Folger, Bernard F. Gimbel, Albert H. Gordon, Walter E. Greer,



Franklinton Plant for spun weaving of Burlington Mills Corp.

Jr., Howard Holderness, D. Edward Hudgins, Robert L. Huffines, Jr., and Herbert M. Kaiser.

Burlington Mills Corp. of New York, a wholly owned merchandising subsidiary of the parent company, has its executive offices in the Empire State Building, New York. Officers of this corporation include Robert L. Huffines, Jr., president; Kenneth Collins and Herbert M. Kaiser, executive vice-presidents; Morris Gardner, Walter S. Horne, Charles L. Myers, Jr., J. S. Spears, Charles L. Gerli, Frederick A. Jenckes, W. G. Lord, Joseph H. Wright, vice-presidents; Stephen L. Upson, secretary; Ervin A. Schutz, treasurer, and Raymond J. Austin, controller.

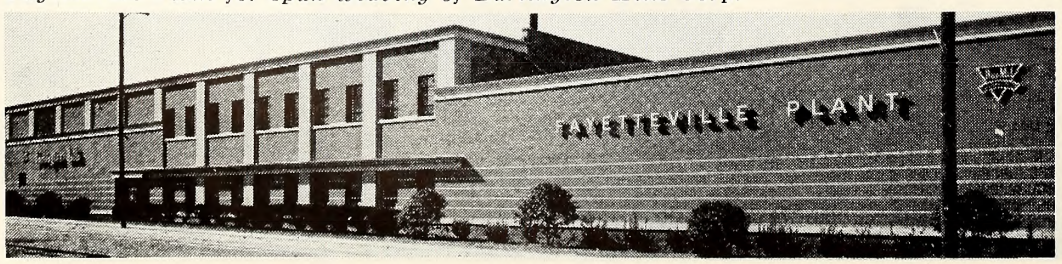
Burlington Mills recently completed a three-year postwar expansion and improvement program at a cost of approximately $50,000,000 in order to keep its manufacturing facilities in step with present day needs and trends. Many plants in the various divisions have been enlarged and improved, including face-lifting for older plants, modernistic new wings and installation of the latest and most efficient machinery. In many plants new flooring, new fluorescent lighting and new humidifying systems have been installed. Power plants and auxiliary services have been replaced and extended in a number of the plants. The program has resulted in the best equipped mills, excellent working conditions and some of the finest plants in the textile industry.

Burlington Mills products, bearing the slogan "Woven Into the Life of America", include a wide variety. Among them are fabrics for women's dresses, suits, coats, sportswear, blouses and intimate apparel; men's wear fabrics for suits, sportswear, outerwear and shirts; decorative fabrics for bedspreads, draperies, chair seat covers; industrial and transportation fabrics for automobile seat covers and seat covers for passenger and sleeping cars, steamship lines and others; also ribbons, cotton piece goods and yarns. These are in addition to men's and women's hosiery, not treated in this issue.

The sales organization for Burlington Mills, a separate corporation, maintains headquarters in the Empire State Building, New York City, and has 11 branch sales offices in the larger key cities throughout the nation. The company sells its widely diversified products through 17 sales divisions each handling separate groups of the manufacturer's items.

Net sales of Burlington Mills Corp. in 1951 exceeded $310,100,000, an increase of more than 1000% over the $27,300,000 in sales 15 years ago, in 1937.

Fayetteville Plant for spun weaving of Burlington Mills Corp.

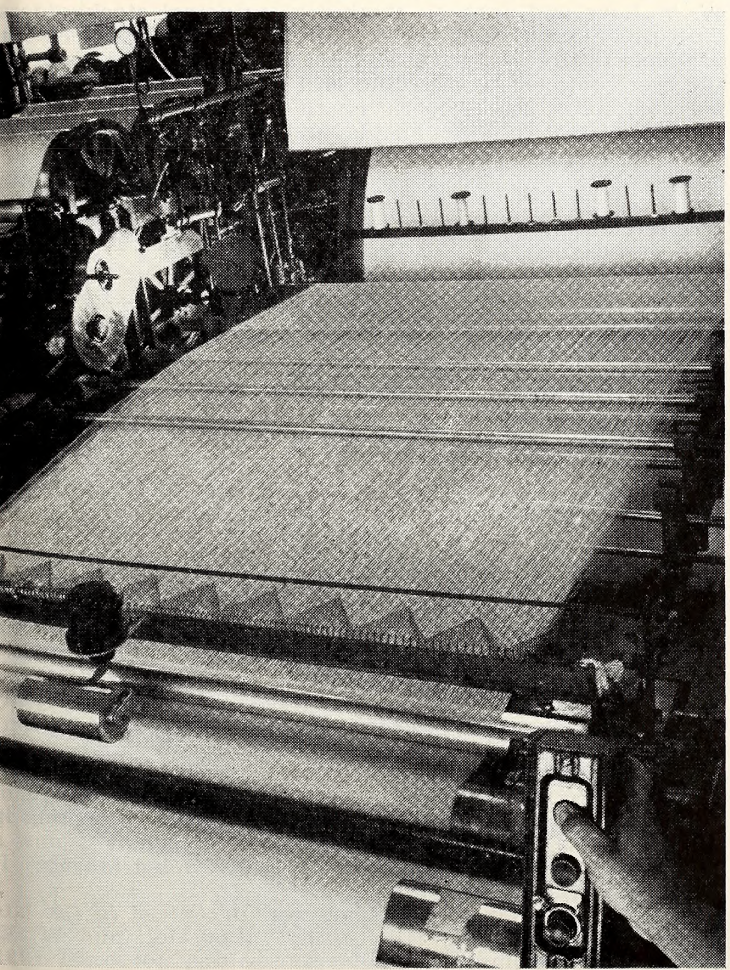


Various governmental units took $13,400,000 in different kinds of taxes or almost half of the $27,100,000 earned last year before taxes, thus leaving net earnings of $13,700,000. Burlington Mills at the end of its fiscal year (in September, 1951) had a capital account in excess of $171,000,000 consisting of a little less than $40,000,000 in outstanding preferred and common stock; capital surplus of slightly more than $50,000,000 and an earned surplus in excess of $81,500,000.

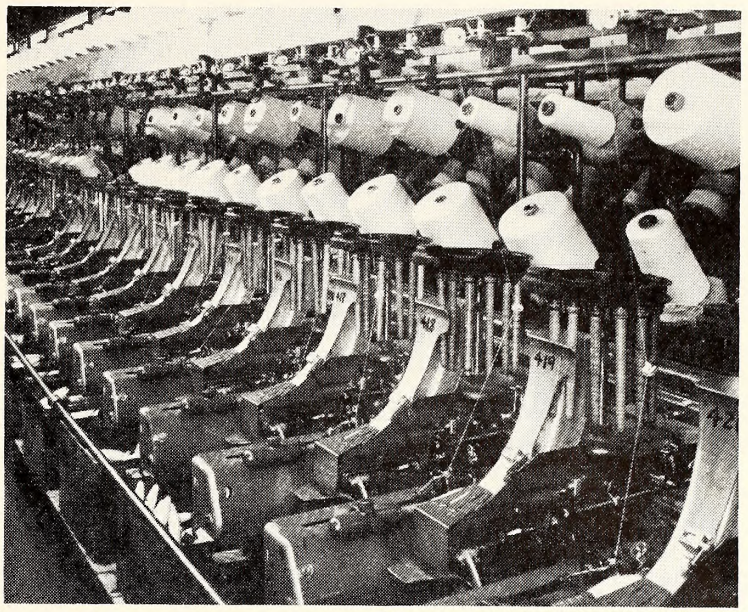
Burlington Mills has a splendid record in its relationship with its 31,000 employees. The company pays the premiums on group life, accident, sickness, hospitalization and surgical insurance for all its employees and employees may get additional hospital and surgical benefits for their dependents and additional life, accident and sickness coverage for themselves at low cost. The James Lee Love Educational Loan Fund provides interest-free loans to eligible employees and their children for higher education. The company maintains aprrenticeship and job training so employees can qualify for higher positions in the organization. Cash bonuses are paid when business conditions permit at vacation and Christmas periods in addition to wage incentive and production bonuses. Accident prevention is stressed in all plants and first-aid services are provided. Recreational programs are carried out effectively and commissaries are operated for employees on a nonprofit basis.

COTTON SPINNING DIVISION

Flint No. 2 Plant, Gastonia—This spinning plant, built in 1923 by Flint Manufacturing Co. of East Gastonia, was purchased from Textiles-Incorporated in 1946. Among earlier officers were L. L. Jenkins, president, and S. N. Boyst, vice-president. Burlington renovated and modernized this plant extensively and it now employs about 280 workers in producing cotton yarns.



A slashing operation at one of Burlington Mills Co. plants in State.



Quilling or copping operation at a Burlington Mills Corp. weaving plant.

Phenix Plant, Kings Mountain—This plant, built around 1886 and operated by Dillon Mills Co. for about 50 years, became the property of A. G. Myers and the Dillon family and later Earl A. Hamrick owned controlling interest until 1946. Burlington then acquired the plant and completely renovated and modernized all buildings. Production is cotton yarns, the plant employing about 300 workers.

Smithfield Plant—Built by local owners and operated as Smithfield Cotton Mills, this plant was purchased in 1941 and thoroughly modernized. It employs about 200 workers and produces cotton yarn.

CRAMERTON DIVISION

Mayflower and Mays Plants, Cramerton—Cramerton, one of the first combed yarn mills in the South, was organized in 1906 as Mays Manufacturing Co. The plant was built on the banks of South Fork River, the site of the old Holland family, a show place before the turn of the century. Stuart W. Cramer, Sr., a pioneer textile man, was one of the original incorporators. He and members of his family acquired the property in 1915 and later changed the name to Cramerton Mills, Inc., with a capital structure of $3,000,000. These plants, originally operating 6,000 spindles, were purchased by Burlington Mills in 1946. The plants have been expanded into a completely integrated manufacturing operation of more than 60,000 spindles, more than 1,000 looms and a new finishing operation, recently installed. Cramerton produces fine cotton fabrics and has approximately 2,000 employees.

DECORATIVE FABRICS DIVISION

Decorative Fabrics Finishing Plants, Burlington—This plant began as Alamance Novelty Company, was acquired by Burlington in 1931 and has been devoted to finishing decorative fabrics. It has about 400 employees.

Piedmont Weaving Plant, Burlington—This plant, the result of the consolidation of two mills, contains the floor space of the plant originally built by Holt, Love and Smith in 1923. Undergoing several expansions and modernizations, it employs about 600 workers in producing fabrics for draperies, upholstering and bedspreads.

FILAMENT THROWING AND WEAVING DIVISION

Bellemont Weaving Plant, Burlington—This plant was originally built in 1888 by L. Banks Holt who operated it until 1933. It then became the E. M. Holt Plaid Mill, operating until 1939. Burlington acquired it at that time and with about 125 employees produces broad woven filament fabrics.

Central Falls Weaving Plant—Started in 1881 by E. M. Diffie, this plant changed hands several times until Burlington purchased it in 1932 from Pennsylvania Cotton Mills. After renovation and modernization the plant began produc-

tion of broad woven filament fabrics and has about 500 employees.

Cetwick Plant, Asheboro—This plant began in 1928 as the Cetwick Silk Mill, engaged in processing silk for hosiery. Following its acquisition in 1938 by Burlington, it started processing yarn for full-fashioned and seamless hosiery and produced essential yarn for government work during the war period. The plant, employing about 150 workers, now throws nylon and rayon yarn for the company's Tricot operations.

Greensboro Weaving Plant—Burlington Mills built this plant in 1934 as a part of the filament weaving division. Expanded several times and recently modernized, it now produces rayon, acetate, and nylon fabrics. This plant employs about 250 workers.

High Point Weaving Plant—This plant began in 1902 as an operation of the Emil J. Stehli Co. which operated it until 1935. Then Burlington acquired the plant and began operating it as part of the filament throwing and weaving division. It has been expanded several times and employs about 500 workers.

Hillcrest Throwing Plant, High Point—This plant was built and started by Joseph DeBarr of New York as hillcrest Silk Mills. In 1933 Marshall Field Co. bought it and changed the name to Carolina Cotton and Woolen Mills. A local group of businessmen, including R. B. Terry, J. P. Rawley and Earle Phillips, later bought the plant, changed the name to Premier Silk Mills and operated it until 1937. The plant closed and in 1938 Burlington Mills bought the plant and scrapped or sold the old machinery and completely modernized the plant. It employs about 105 workers and prepares yarn for weaving in the filament division.

Lexington Rayon Plant—The original plant was built in 1928 and operated as Grimes Fabrics, later changing hands three times. Burlington Mills purchased it in 1933, improving and gradually enlarging the plant. It is one of the company's finest filament weaving plants employing about 315 workers.

Whitehead Plant, Burlington—This plant, one of the three oldest textile plants in Burlington, was built in 1887 and was known as the Empire Cotton Mill. It operated about 20 looms with 10 employees. Burlington took over the property in 1928 and transformed it into a modern filament throwing plant producing filament yarns. Today it throws yarn for the tricot knitting operation. Approximately 60 workers are employed.

Ossipee Plant—The Ossipee Cotton Mills was organized and started in 1881 by Captain James N. Williamson. Manufacturing cotton plaids, it had about 50 looms and employed 46 people. Consolidated Textile Corp. purchased the plant in 1918, made extensive machinery changes in 1924 and continued operations until 1930. Burlington Mills bought the closed plant in 1931 and completely modernized it into an efficient filament weaving plant. It employs about 350 workers.

Plaid Mills Plant, Burlington—Beginning in 1883 as the E. M. Holt Plaid Mills, this plant produced cotton plaid material. Burlington acquired it in 1939 and expanded and modernized the plant. It produces filament woven fabrics, employing around 650 workers.

Mayfair Knitting and Finishing Plants, Burlington—The original plant dates back to 1882 when it was constructed by the Holt family of Burlington. Tricot knitting began in 1944 and dyeing and finishing operations were installed in 1946. This is now a modern tricot knitting and finishing operation with about 225 workers'

FINISHING DIVISION

Development Fnishing Plant, Greensboro—This new and modern plant, completed in 1951 to assist the finishing division in development and research work, adjoins the Greensboro Finishing Plant. It employs 150 workers.

Greensboro Finishing Plant—This plant was built in 1937 by Armco Finishing Corp. with financial backing from Britt M. Armfield, Caesar Cone II, Benjamin Cone, Herman Cone and Mrs. James H. Armfield. It was purchased by Burlington in 1941 and is a complete dyeing and finishing plant employing 225 workers.

Wake Finishing Plant, Wake Forest—This plant, built in 1948 by Burlington Mills for dyeing and finishing spun fabrics, is one of the most modern and complete finishing plants in the South. It employs around 600 persons.

RIBBON DIVISION

Reidsville Plant—This building was erected in 1923 by the Reidsville Tobacco Association and was operated about three years as a tobacco warehouse. Klots Silk Co. purchased the building then and operated it as a silk mill for about three years before closing down. The plant stood idle for some time before Burlington Mills acquired the building in 1933. A new two-story addition was erected and a weaving operation begun. Some five years later the plant was converted into throwing yarns for filament weaving plants. Today the plant employs approximately 100 people.

SPUN RAYON SPINNING DIVISION

Flint No. 1 Plant, Gastonia—Laban Groves built this original plant in 1906 and operated it until 1919. From that time until 1932 Labe Jenkins and wife owned controlling interest and then Textiles-Incorporated leased it from Mrs. Jenkins for five years. Textiles-Incorporated owned the plant from 1937 to 1946 when it was purchased by Burlington. It has been modernized several times and produces spun rayon yarn. It employs about 300 workers.

Lakedale Plant, Fayetteville—This plant was built by local capital and began operations in 1937 as Victory Manufacturing Co. with H. W. Lily as first president. Originally it was a cotton weaving plant producing print cloth. Robert Lassiter, Charlotte, acquired controlling interest shortly before World War I and operated the plant until 1930. In 1933 R. L. Huffines, Jr., secured control and converted it into a spinning plant, changing the name to Faytex Mills, Inc. In 1941 Burlington Mills bought the plant. Many improvements were made to make it a modern and productive spinning plant, employing about 475 people.

Modena Plant, Gastonia—This plant was built in 1895 by John D. Moore and associates who operated it until 1920 when it became the property of Ranlo Manufacturing Co. Burlington Mills bought the plant in 1941 making many changes and modernizing the mill. It is now a clean and modern spinning mill producing yarns for the spun weaving division. It employs about 300 people.

Oxford Plant—John G. Hall, Dr. Ed White and other local citizens organized the Oxford Cotton Mill in 1900. Erwin Cotton Mills bought the plant in 1903, operating it until 1946 when it was bought by Burlingtton. It was converted from a cotton spinning plant into a modern rayon and blended yarns spinning plant, employing around 200 workers.

Ranlo Plant, Gastonia—Ranlo Manufacturing Co., with W. T. Love and John C. Rankin as principal stockholders, built this plant in 1917. For many years it was a successful producer of tire cord yarns and in 1920 Ranlo was considered the best equipped tire cording mill in America. When rubber companies began operating their own tire cord plants Ranlo shifted to other fields and began making carded knitting yarns, novelty yarns and yarns for jacquard upholstery and draperies, later expanding into spun rayon and blended yarns. In 1940 Burlington acquired the plant, enlarging and improving it extensively. About 325 people are employed.

Robeson Plant, St. Pauls—Local citizens, including Dr. J. M. Pate, Devin Williams and T. J. Smith, built this plant in 1939 and operated it until 1943. Burlington then acquired the plant and completely rebuilt and renovated it, making it a modern and productive unit of the spun rayon spinning division. It employs about 350 workers.

St. Pauls Rayon Plant—This plant, named the St. Pauls Cotton Mills, was built in 1908 by local citizens under the leadership of Locke Shaw and A. R. McEachern. It was operated as such until 1920 when a new corporation was formed and the plant set-up reorganized. Burlington bought the plant in 1940, completely renovating the building and equipment. Around 175 workers are employed.

Cascade Plant, Mooresville—In 1906 a group of Mooresville men, including E. W. Brawley, Cam Brawley, John Cooke and Dr. A. E. Bell, organized the Dixie Cotton Spinning Mill Co. and began operation in 1908. First products were yarns, sold largely to hosiery mills. In 1923 the firm was reorganized and refinanced by Hunter Commission Company and local stockholders, becoming Cascade Cotton Mills, Inc. At that time the plant was expanded with a large weave shed designed to produce shirting and pajama cloth. It was closed during the depression years, 1929-33, at the end of which it was purchased by Burlington Mills. Reopening in 1934 after changes and improvements, this plant is now a modern unit producing spun rayon and blended fabrics. It employs about 700 workers.

Fayetteville Plant—This plant was organized in the late 1880s as Holt Morgan Mills with Walter Holt and W. M. Morgan as principal stockholders. It was not until 1897 that the company began manufacturing spun cotton yarns, ginghams and suitings, continuing until 1935. It then be

came bankrupt and was taken over by the newly organized Aspen Cotton Mills.. It was reorganized around 1907, becoming Puritan Mills Co., which also became bankrupt in 1926. Burlington Mills bought the idle plant in 1929, improving and expanding it into one of the most modern spun weaving plants in the South today. The plant employs about 500 workers.

Newton Rayon Plant—This plant was built in 1924 and began operations as the Warlick Manufacturing Co., then considered an extremely modern plant. Due to the depression, the plant was sold in the late 1920s and was operated as the Colonial Mills for about eight years. In 1939 Burlington bought the plant, making many improvements so that it is now a modern and productive spun rayon weaving plant. It employs about 400 workers.

Steele Plant, Cordova—Built by the Steele family in 1895, this plant was operated as a corporation until purchased by Burlington in 1945. J. W. Porter, who joined the former Steele firm in 1911, was president and treasurer for many years. Burlington made many changes and improvements and this plant is now a large integrated spun weaving operation employing about 700 people.

Franklinton Plant—The old Vamoco Plant was originally built in 1918 on land purchased from R. D. Collins and began operation as a men's hosiery plant. In 1927 A. H. Vann and John H. Moore bought the plant, built a weave room addition and added a village of 27 homes. Production shifted from socks to Turkish towels, the plant continuing until 1941 when it was closed down. Burlington purchased the property this next year, making many repairs and improvements. By 1943 the plant was in steady production, employing about 275. Burlington began extensive expansion and improvements immediately after the war and about 550 workers are now employed.

Kernersville Plant—This recent addition to the Burlington Mills plant family was formerly the Southern Silk Mills, Inc. Burlington acquired all the stock in June, 1952, after the mill had been closed for some months. A filament weaving plant, the Kernersville unit has about 200 looms and 60 employees.

Cone Mills Operates World's Largest Flannel, Denim Plants

Cone Mills Corp., Greensboro, had its beginning on the proverbial shoe string with organization in 1901 of the Cone Export & Commission Co. in New York. And from that start developed through the years into a huge textile empire, embracing 21 textile mills, largely in North Carolina, and containing two superlatives—the largest flannel plant in the world and the largest denim mill in the world, both in Greensboro.

The Cone interests in textiles even antedates the beginning of the Cone Export & Commission Co., Inc., now Cone Mills Inc. Two Cone brothers had been made partners in the wholesale grocery firm of their father, Herman Cone, an emigrant from Bavaria, and operated as Herman Cone & Sons in Baltimore—Moses and Ceasar Cone. These two Cone sons visited North Carolina and other southern states in connection with the grocery business. One of their customers and friends, C. E. Graham, induced them in 1887 to invest in a cotton mill in Asheville which began operation as the C. E. Graham Manufacturing Co. Five years later, in 1892, the Cone brothers took over this unsuccessful plant and reorganized it as the Asheville Cotton Mills. This became the first Cone mill.

Meanwhile, having observed the poor sales methods of southern textile mills, Moses and Ceasar Cone conceived the idea of organizing a sales agency with headquarters in New York. In the fall of 1889 Moses



Several Cone Mills in Greensboro with White Oak Plant, world's largest denim mill, in foreground; Print Works Plant, at left; Revolution Division Flannel Plant and Rayon Plant at right center, and Proximity Plant, oldest Cone plant in Greensboro in near background. Greensboro's skyline seen in distance.

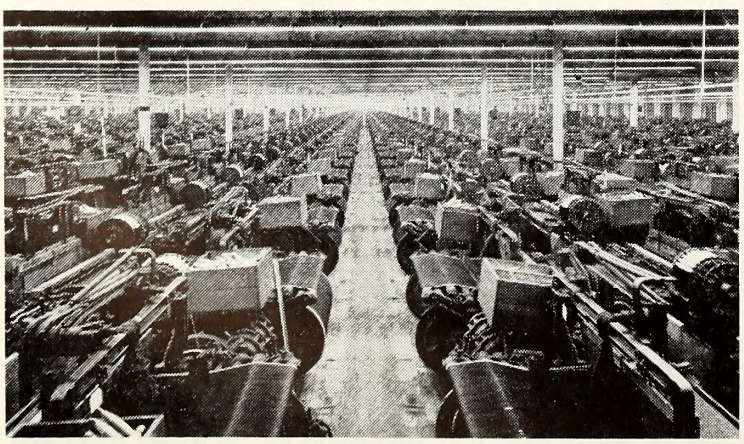
Cone visited 50 mills in the south and secured assurances from 90% of them that they would cooperate in a selling organization under his management. Principal products of these mills at that time were cotton plaids. Two years later the Cone Export & Commission Co., Inc., although discouraged by other cotton goods selling agencies, obtained a New York office in an out-of-the-way place. Today this company, now Cone Mills Inc., is one of the most successful textile selling organizations in the world, owning its own handsome building, modernly equipped and located in the very heart of New York's cotton goods district, Worth and Church Streets.

Among Moses Cone's staunchest friends and supporters were the sons of Edwin M. Holt who had started the manufacture of cotton plaids before the War Between the States. Mr. Holt's sons continued their textile interests and became before the turn of the century the largest manufacturers of cotton plaids in the country. The Cones, realizing that cotton plaids were being overproduced, encouraged the mills they represented to produce other kinds of textile fabrics. After some of the mills began to diversify and became prosperous, they left the Cone organization and went to other commission outlets.

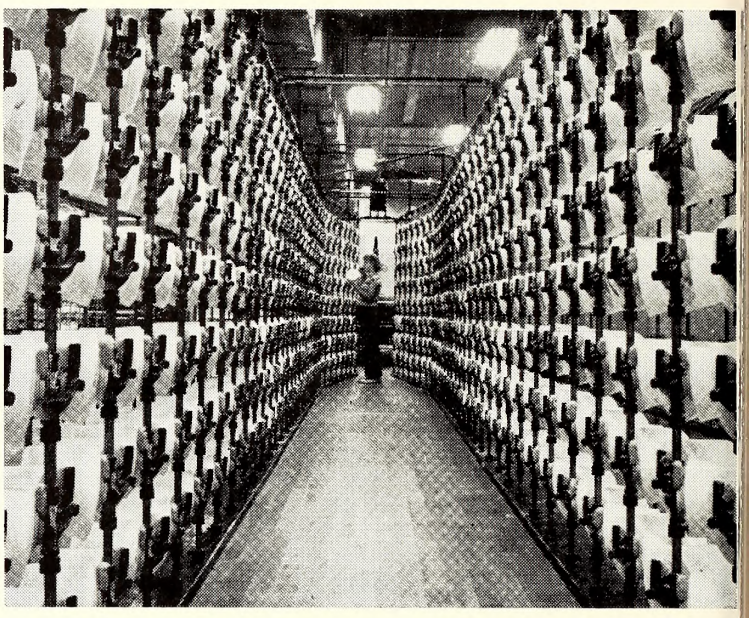
After their purchase in 1892 of the Asheville Cotton Mill, the Cones in 1893 moved their Commission headquarters to Greensboro but continued their sales organization in New York. In 1923 they organized the Southern Finishing & Warehouse Co. in Greensboro and also bought controlling interest in Minneola Manufacturing Co. at nearby Gibsonville. At that time also they decided to build two mills in Greensboro, one to make denims and the other to make Canton flannels, then a very popular fabric. Because of the panic at that time, they waited two years to build the first of these mills.

Then Proximity Manufacturing Co. was organized and began the manufacture of the famous combed denims. The mill was named Proximity because of its close proximity to the cotton fields. The mill was organized with a capital of $200,000 and the largest stockholders outside of the Cone family were the Dukes of Durham who subscribed to $20,000 in common stock. The mill was located on a 1500 acre tract bought near the city of Greensboro and started with 250 looms.

Emanuel and Herman Sternberger, merchants, old customers of H. Cone & Sons and friends of Moses and Ceasar Cone, were planning the erection



Weave room of White Oak Plant, Cone Mills, producing 300,000 yards of denim each working day.



Warper creels in Rayon Plant, Revolution Division, Cone Mills, Greensboro.

of a sheeting mill at Clio, S. C. They contacted Ceasar Cone for advice. He suggested that they produce less competitive goods and proposed that if they would locate in Greensboro, he would assist them and raise half the capital. The Sternbergers accepted the proposition and in 1899 a flannel mill with 300 looms and 15,000 spindles was built a short distance from Proximity Manufacturing Co. The mill was named Revolution Cotton Mills because it was so modern that it was expected to revolutionize the manufacture of cotton goods in the south. This is now Revolution Flannel Plant of the Cone Mills Corp. and the largest flannel plant in the world.

The next important expansion step was taken in 1902 when the White Oak Cotton Mill, now the White Oak Plant of Cone Mills Corp., was erected near the Proximity Plant. Its name came from a large white oak tree from which the surveyors started. This was to become the largest denim mill in the world. During the next half century the Cone organization continued its expansion program with little let-up except during periods of depression which the organization was able to weather and in war periods when all efforts were bent toward producing textile needs of the nation. All profits from operation, except the barest needs, were turned back to build, buy, enlarge plants or purchase equipment. One example is that the first dividend paid to stockholders of Proximity Mfg. Co., started in 1896, were not paid until 1914.

Among important enlargements during the following years were these: Proximity increased its looms from 250 to 1,000 in 1902; Moses and Ceasar Cone became stockholders in Cliffside Mills, now Haynes Plant and Cliffside Plant; enlargement of Revolution Plant to install 550 looms in 1904-05; looms at White Oak increased to 1,500 in 1907, increased to 2,000 in 1913; Cones acquired Print Works Plant in Greensboro in 1913; Revolution's looms reached 2,048 in 1916, now replaced by 1,920 wide looms; White Oak looms reached 3,000 in 1912, and went to 3,151 in 1929; American Spinning Division of Florence Mills, Greenville, S. C., purchased by Cone Mills in 1941. Cones acquired Pineville Plant, then 316 looms, now 630 looms; Cone Mills added Tabardrey Mfg. Co.

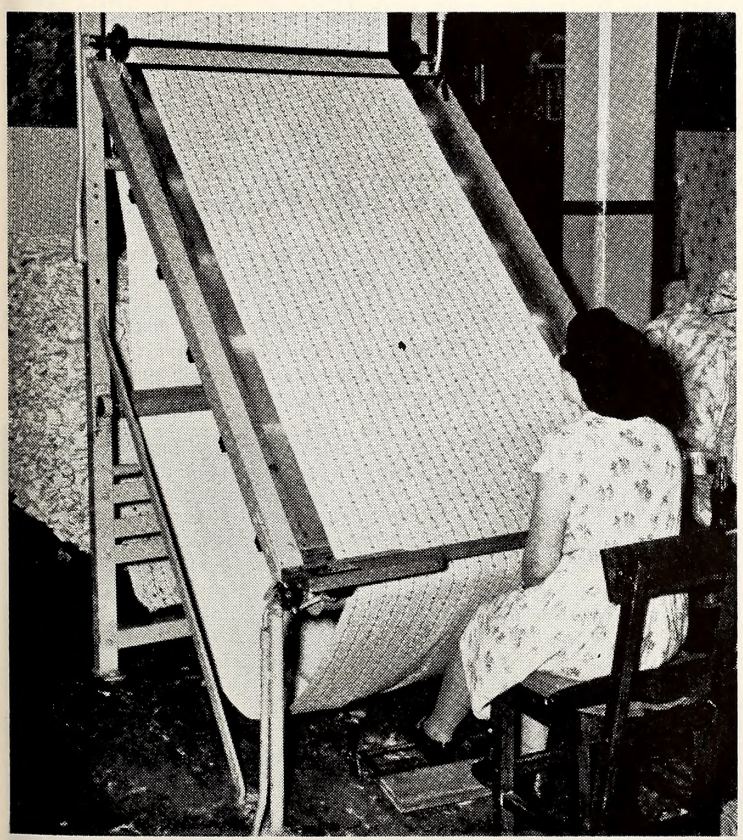
Haw River, and acquired Eno Cotton Mills, near Hillsboro; Edna Mills of Reidsville was purchased, all in 1946.

In 1947 the Revolution Rayon Plant was erected and was called "The Queen Mill of the South," and in the same year the Cones bought the Randleman Plant, making synthetic yarns. In 1948 the name of Proximity Mfg. Co. was changed to Cone Mills Corp. and during the year the Cliffside Mills, including Haynes Plant at Avondale and the Cliffside Plant at Cliffside, as well as the Revolution Plant at Greensboro, were merged with the Cone Mills Corp. In 1951 Cone Mills purchased the Dwight Division in Alabama City, Alabama, and built the Guilford Products Co., a diaper plant in Greensboro.

Since the first of this year Cone Mills has purchased the Union Bleachery in Greenville, S. C.; erected a new building at Proximity into which the Cone Mills Laboratory and the Sample and Printing Department of Cone Mills Inc., were moved. Also moving into this new building was the Textorian, the company's weekly newspaper, founded in 1927 by Marion W. Heiss, now a company vice-president. On June 2, this year, the corporative name of Cone Export & Commission Co., Inc., was changed to Cone Mills Inc.

Meanwhile Moses Cone, one of the co-founders, died in 1908, leaving actual direction of the organization to Ceasar Cone, who continued to direct the destinies of the Cone interests until his death in 1917. During the years other brothers of the founders had been developing in the Cone organizations. Bernard M. Cone, a brother, became president, continuing as such until 1938 when he was succeeded by Herman Cone, his nephew and son of Co-founder Ceasar Cone.

Serving with President Herman Cone are eight vice-presidents, each having direct charge of groups of the Cone plants. These officers and the plants they supervise follow: Clarence N. Cone—White Oak and Proximity Plants, Greensboro; Edna Plant, Reidsville; Pineville Plant, Pineville; Minneola Plant, Gibsonville; Dwight Plant, Alabama City, Alabama; all producing denims or greige goods; Sydney M. Cone, Jr.—Cone Finishing Company's dyeing, finishing and printing plants; Print Works Plant, Greensboro; Granite Plant, Haw River, and Union Bleachery, Greenville, S. C.; Saul F. Dribben, senior executive officer in charge of merchandising and distribution and president of Cone Mills Inc., selling agent; Marion W. Heiss—Revolution Division Flannel Plant, Revolution Rayon Plant, and Guilford Products Co., a subsidiary producing diapers, all in Greensboro; Asheville Plant, Asheville (yarns); Randleman Plant, Randleman (synthetic yarns); producing flannels and synthetic yarns and fabrics; Claude S. Morris—Salisbury Plant, Salisbury, producing coverts and suitings; Henry G. Nichols—responsible for coordinating, converting operations; Earle R. Stall—American Spinning Division, Greenville, S. C., print cloths, and Florence Plant, Forest City, subsidiaries, producing towels and wash cloths, and Cliffside Plant and Haynes Plant, Avondale, producing greige corduroys; James Webb—Eno Plant, Hillsboro, combed yarn fabrics and greige corduroys, and Tabardrey Plant, Haw River, greige corduroys.



Lighted inspection machine at Revolution Flannel Plant, Cone Mills.

Other officers include Ceasar Cone, II, treasurer; Harold Smith, secretary and comptroller; Sidney Bluhm and Lewis Heflin, assistant treasurers; J. W. Walters and Lewis Morris, assistant secretaries. The directors are Herman Cone, Benjamin Cone, Ceasar Cone, Sydney M. Cone, Jr., Saul F. Dribben, Charles H. Haynes, Lewis M. Heflin, Marion W. Heiss, Claude S. Morris, Henry G. Nichols, Jansen Noyes, Harold Smith, Earle R. Stall, and James Webb.

Cone Mills Corp. employs approximately 16,000 workers in its 21 plants and subsidiaries. Among these, 800 employees have been with the company for 25 years or more. In its desire to recognize merit, the company follows a policy of training its employees and of promotion within the organization. Practically all supervisors have come up through the ranks. Fair treatment, security, competent wages and good working conditions are basic personnel policies. Cone Mills provides life insurance, accident and sickness benefits, hospital and surgical expenses to its hourly and piece work employees with specified benefits to all salaried employees. The company built and has maintained for about 30 years YMCA branches, with a smaller branch for Negro employees, as centers of civic and social life in the plant communities, organized social and physical activities and publishes a weekly newspaper, The Textorian, carrying news and pictures of its employees.

Cone Mills Corp. is primarily noted as the largest organization in the country manufacturing blue denims for work and sport cloths. Its deeptone denim is advertised as "America's Favorite Fabric for Work and Play," produced in the White Oak Plant, largest denim mill in the world. The Revolution Flannel Plant has the distinction of being the largest flannel plant manufacturing plain and fancy

flannels. Corduroys are also high on the list of cotton products as are suiting fabrics. The Cones were the first in the South to install machinery for printed fabrics and also produced heavy cotton piece goods, combed and carded, and synthetic fibers. Only towels, wash cloths and diapers are made as consumer products.

Brief items on the individual Cone plants and subsidiary organizations follow:

Cone Mills Inc.—As noted, this became the corporative name of Cone Export & Commission Co., Inc., June 2, 1952. Reviewing briefly, this textile distributing agency was formed in 1891 in New York City by Moses and Ceasar Cone to sell southern-made goods. To maintain closer contacts with mill companies, this company moved to Greensboro in 1896 but in 1941 the offices moved back to New York and located at Worth and Church Streets. Saul F. Dribben, who started as an office boy at the age of 15 and is now in his 57th year with the company, is president and also vice-president of Cone Mills Corp. Cone Mills Inc. operates sales offices in Atlanta, Baltimore, Boston, Chicago, Dallas, Greensboro, Los Angeles, Nashville, Philadelphia, San Franciso and St. Louis. All of the products handled by the selling organization are Cone-made except for Alexander sheets and Houston blankets.

Asheville Plant—This was the first Cone mill, started by C. E. Graham in 1887 with Ceasar and Moses Cone as stockholders, acquired by the Cones in 1892 and operated as Asheville Cotton Mills for many years. This plant employs 200 people and produces 2,000,000 pounds of synthetic yarn annually. Horace Kiser is general manager and Leander Holmes is superintendent.

Minneola Plant—This plant at Gibsonville was incorporated in 1888 by Barry and J. A. Davidson and was bought by the Cones in 1893. The 650 employees produce 14,000,000 yards of fancy flannels and sport denims annually. Alan W. Cone is plant manager and Paul C. Walker is superintendent.

Proximity Plant—This was the first Cone mill built in Greensboro in 1896 and produced the first Cone denim. This plant, with 1,500 workers and with 61,632 spindles and 2,085 looms, produced 49,000,000 yards of denim in 1951. Clarence N. Cone is vice-president in charge and general manager with John Scott as superintendent.

Revolution Flannel Plant of Revolution Division—Started in 1899 by the Sternbergers and the Cones, it is now the largest flannel mill in the world, producing 71,000,000 yards of flannel annually. In the beginning it produced brown Canton flannels only. Its first bleachery was built in 1909 and dyeing equipment was installed. This Greensboro plant did as its name predicted—revolutionized the cotton industry in the South. Marion W. Heiss is vice-president and general manager with Coley Phillips as superintendent.

White Oak Plant—This Greensboro plant was built in 1902 and started as a part of Proximity Mfg. Co. and has become the largest denim mill in the world, producing approximately 81,000,000 yards of denim in 1951. Clarence N. Cone is vice-president in charge and general manager with Sherman Basinger as superintendent.

Print Works Plant—Subsidiary in Greensboro, it is one of two plants of Cone Finishing Co. It was purchased in 1913 from the Vandeventer Carpet Co., the printing and finishing having been installed by H. A. Barnes. With 743 employees, the plant produces 100,000,000 yards of dyed and printed fabrics annually. Marshall Gardner is manager and J. Gordie Boyd is superintendent.

Salisbury Plant—Known as Salisbury Cotton Mills, the first cotton mill in Salisbury, this plant was started by Salisbury citizens in 1887 and was taken over by Cone Mills in 1919. Cone Mills Inc., and its predecessor handled its products for more than 50 years. Claude S. Morris, a Cone vice-president, was president of the Salisbury plant for the 1910-47 period. Mr. Morris is general manager with David Smiley as superintendent. The plant employs 650 persons and produces 20,000,000 yards of coverts and play denims a year.

Granite Plant—This Haw River subsidiary, a part of Cone Finishing Co., was the first complete corduroy finishing plant in North Carolina and in the South, producing a full line of corduroy.

Revolution Rayon Plant of Revolution Division—This Cone mill in Greensboro was known as "The Queen Mill of the South" when it was built in 1947. It employs 336 people and produces 9,000,000 yards of synthetic fabrics annually. Horace Kiser is general manager and Luther D. Smith is superintendent.

Florence Plant—This Forest City subsidiary, part of the Florence Mills, was started by R. R. Haynes and acquired in 1941 by Cone Mills. It employs 400 workers and produces 17,500,000 yards of flannel annually. Earle R. Stall, president of The Florence Mills, is general manager and Harold A. Deal is superintendent.

Another Florence Mills unit is the **American Spinning Division,** Greenville, S. C., employing 760 people and producing 41,150,000 yards of print cloths annually. It was started by James H. Morgan of Greenville. Mr. Stall is general manager and W. W. Rodgers is superintendent.

Pineville Plant—This is the old Chadwick-Hoskins Mill at Pineville, starting as a yarn mill and later sold to Textron. It was a weaving mill when purchased by the Cones in 1946. It has since been enlarged and has 630 looms. W. H. White is general manager and V. R. Revels is superintendent.

Tabardrey Plant—This Haw River plant was started by Sidney F. Payne and Herman Cone in 1928 when the property of the old Holt-Granite Mfg. Co. was acquired. It became a part of the corporation in 1946. Arthur Makin is general manager and R. M. Mitchell, Jr., is superintendent.

Eno Plant—This plant near Hillsboro was founded in 1896 by A. J. Ruffin and James Webb and was known as Eno Cotton Mills. It was acquired by the Cones in 1926 and made part of the corporation in 1946. Sydney Green is general manager and J. T. Hughes is superintendent.

Edna Plant—This Reidsville Plant was started in 1890 by Col. Byrd as Reidsville Mfg. Co., later known as Hermitage Cotton Mills. In 1896 it was bought by a group of Richmond men and the name changed to Edna. It was owned and operated as the Martel Co. for several years until 1931 when it was acquired by J. E. Pipkin and his son, W. Benton Pipkin. The Cone Mills bought the plant from W. B. Pipkin in 1946. The plant employs more than 300 workers and turns out 8,000,000 yards of drills and twills annually. W. H. White is local manager; Clarence Jolly is superintendent.

Randleman Plant—This plant was bought from Randleman Mills, Inc., in 1947. It produces 2,500,000 pounds of synthetic yarns annually. Horace Kiser is general manager and John Rice is superintendent.

Cliffside Plant—This mill was built at Cliffside in 1887 by R. R. Haynes, and Moses and Ceasar Cone had been stockholders since 1903. The Cliffside Mills Co. was organized in 1902 and by 1908 this was known as the largest gingham mill in the South. Its fine grade ginghams were sold for many years by Cone Export. The last ginghams were made late in 1930, and the plant was devoted entirely to weaving terry towels and wash cloths. The plant was acquired by the Cones in 1948 and last year produced 5,357,000 pounds of Cone towels and wash cloths (Turkish). It employs 900 workers. M. A. Bearden is general manager and H. Paul Bridges is superintendent.

Haynes Plant—This plant and the town of Avondale in Rutherford County were started in 1916 by R. R. Haynes and the mill was completed after his death in 1917 by his son, Charles H. Haynes. The property was merged with Cone Mills in 1948. The plant employs 350 people and produced 3,830,000 pounds of corduroys and suitings last year. M. A. Bearden is general manager and H. Paul Bridges is superintendent.

Guilford Products Co.—This small subsidiary in Greensboro was built last year and averaged 850,000 dozen diapers during the year. It employs 15 people—a white supervisor, 12 Negro women and two Negro men. Stokes Rawlins is general manager and Rawley Meadows is superintendent.

Alabama-South Carolina Plants—Dwight Division of Cone Mills, Alabama City, Alabama, was built in 1895 and was purchased from Dwight Mfg. Co. in 1951. It employs 2,657 workers and produces drills and twills. **Union Bleachery,** Greenville, S. C., Cone's newest acquisition, purchased in March this year, secured license No. 1 for sanforizing in this country. This plant was started in 1902 by James B. Duke, B. N. Duke and Thomas Fortune Ryan Interests. Union Bleachery employs 900 people and produces 100,000,000 yards of high quality finishing of heavy cotton piece goods, combed and carded, as well as synthetic fabrics. Thomas Cousins is general manager of Dwight and Charles Moody, superintendent; P. C. Gregory is general manager of Union Bleachery and E. S. Tillinghast, superintendent.

Erwin Mills One of State's Foremost Textile Manufacturers

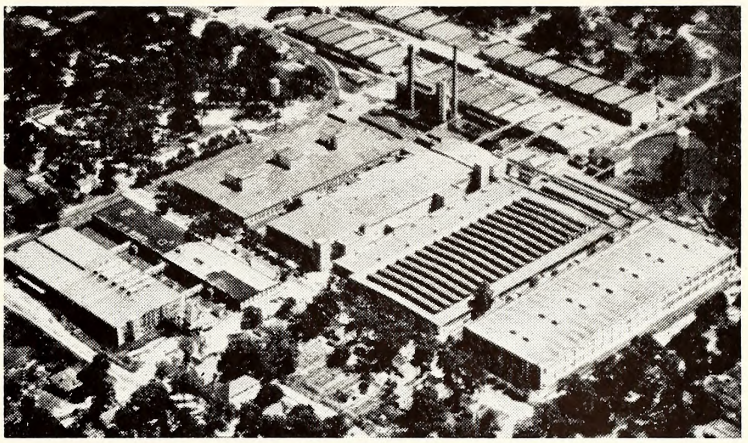
Erwin Mills, Inc., Durham, organized in 1892 by James B. Duke and associates and operated for many years by W. A. Erwin, was started early in 1893 as the Erwin Cotton Mills Co. to manufacture muslin or tobacco cloth for smoking tobacco bags. It has so far outgrown its modest beginning that it is now a corporation with a net worth of close to $30,000,000 and produces plain, sport and decorative denim, sheets and pillowcases, twills, sateens, flannels, drills, cotton and synthetic fiber gabardines and suitings which have an annual net sales value of around $65,000,000 and is one of North Carolina's outstanding textile organizations.

With the organization Mr. Duke employed W. A. Erwin, native of Burke County, then with the E. M. Holt Plaid Mills in Alamance County, as general manager of the small 5,000 spindle plant. Officers and directors of the new corporation, with B. N. Duke, president, were George W. Watts, vice-president; W. A. Erwin, secretary-treasurer and general manager; Washington Duke and W. W. Fuller.

Starting with tobacco cloth the plant soon moved into muslins, sheetings, chambreys and drapery cloth. Since there were no dyeing and finishing plants in the South, this company manufactured greige goods staples only. In 1896 the capacity of what became Plant No. 1 was doubled and at that time Erwin created a sensation by the announcement that it would produce denims. A separate plant for this fabric was later erected at Duke, a name later changed to Erwin, and began producing blue denims in 1903. This became Plant No. 2. The No. 1 plant in Durham continued to make denim until 1925, shifting then to wide sheeting.

In 1906, Erwin bought and incorporated into the organization the Cooleemee Cotton Mills which had been built by J. B. Duke and associates in 1901. This became Plant No. 3 and later dyeing, bleaching and finishing facilities were added. In 1910 another plant was erected at Durham, Plant No. 4, for manufacturing sheets and pillowcases with bleaching, finishing and sewing facilities.

At Erwin in 1926 the second plant was built, Plant No. 5, and in these two Erwin plants the company consolidated all of its denim production. At the same time the Durham plants were shifting to the production of wide sheetings exclusively. In 1932 Erwin purchased Pearl Cotton Mill in Durham and devoted it to the production of sheetings. It is Plant No. 6. The Diana Cotton Mills at Falls of Neuse, Wake County, then in receivership, was purchased in 1948. It manufactures synthetic fibers, gabardines and suitings. This is Plant No. 7. In that year, also, Erwin purchased the 80-year old Stonewall Cotton Mills at Stonewall, Mississippi, completely overhauled the plant and installed new machinery for producing denims.



Mills 2 & 5 of Erwin Mills at Erwin.

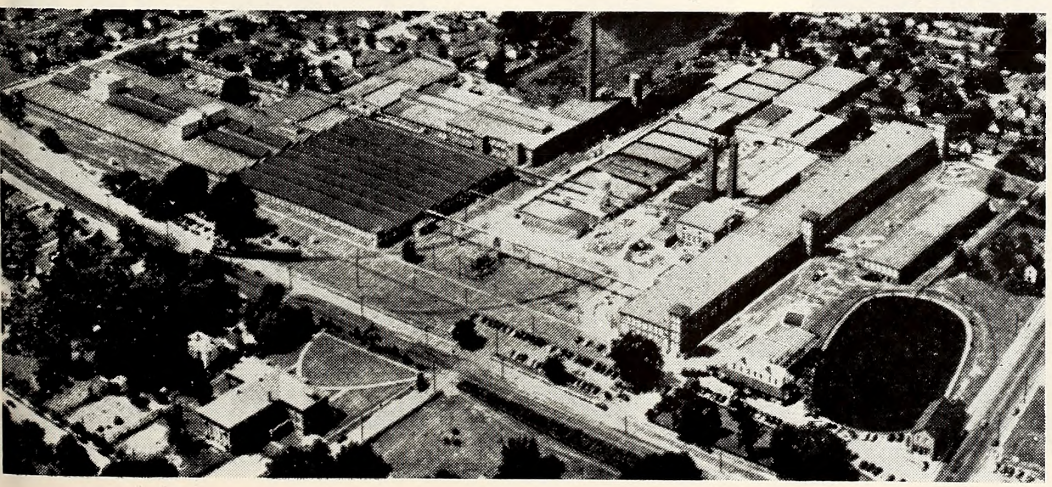
These expansions and extensions have made Erwin Mills, Inc., one of the larger textile organizations in North Carolina. The various plants employ approximately 6,660 workers and have an annual payroll which approaches $20,000,000. It operates 222,356 spindles, 6,065 looms and produces around 180,000,000 square yards of woven fabrics each year.

In the earlier days Erwin Mills built homes for its workers in order to provide living accommodations near the plants. At Durham, where 442 homes were built and owned by the company, 136 were sold to employees in 1945. During the past year 674 homes were sold to employees of the Erwin Mills at Erwin, N. C., the company now having 71 houses left there.

Erwin Mills was the first North Carolina organization to use the sanforizing process in the production of denims in the early 1930s. This process of shrinking woven materials by machinery was developed by Sanford L. Cluett from whom it took its name. This process revolutionized the textile industry and practically eliminated the "stretch" and "shrink" in woven fabrics.

Erwin denims have progressed far beyond the blue jean overall stage. One product is "Bluserge" for work clothes such as overalls, dungarees, work caps, work aprons, shop coats, jackets and coveralls. Lighter weights, sanforized, are used for children's overalls, men's and women's wear in pastel colors, in stripes for jackets, slacks, dresses and playsuits. "Bluserf Sportdenim" is produced in six plain

Mills 1 & 4, Bleachery and Finishing Plant of Erwin Mills at Durham.



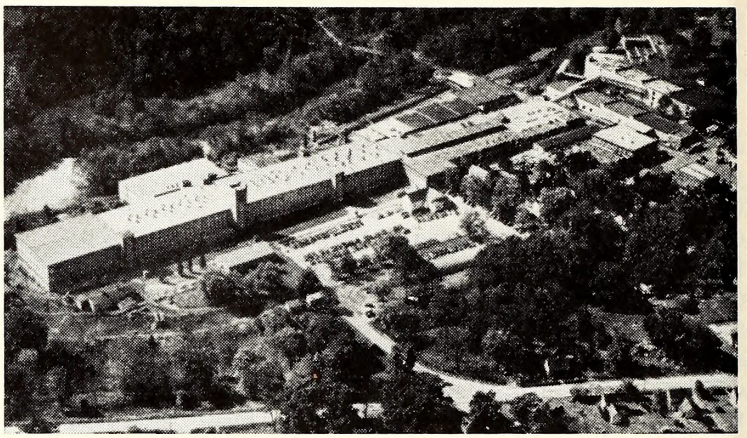
shades and six striped patterns for women's sportswear and aprons, children's dresses, sunsuits, slacks, shorts and evening dresses, and men's sport shirts and beach jackets.

"Salute Sportdenim" is a slightly heavier fabric now produced in a soft blue and a dozen other colors and stripes. "Salute Sportdenim" has been styled in the most fashionable dresses for sportswear, street wear and evening wear. It is tremendously popular for use in home decoration—as slipcovers, draperies, bedspreads, etc. Erwin is also making fitted sheets which fit the mattress to keep them smooth. Sheets are produced in pastel colors, now swinging into high popularity. Another big Erwin product is the combed yarn percale sheet which also is gaining popularity.

During the war period Erwin Mills was operating a high percentage of its facilities on defense productions. These included denims, ducks, twills, and sheetings for the armed forces and for defense uses. Uniforms for both men and women in the war units and in the working forces were made from these products.

Erwin Mills is proud of the long service of many of its employees. In the nearly 60 years of operation the company now has about 20 workers in its 50-year group. At its three principal plant locations it has 25-year groups with 672 members with services of 25 years or more, including 228 at Durham, 277 at Erwin and 157 at Cooleemee. The company maintains group life insurance, hospitalization and accident and health insurance for its 6500 employees in North Carolina. The Erwin Auditorium was erected in 1922 and now contains a cafeteria, library, swimming pool and showers, and motion pictures. The Community Building at Cooleemee contains game rooms, a library, swimming pool, showers, snack bar and tennis courts. Erwin and Stonewall likewise have their swimming pools and recreation programs.

B. N. Duke continued as president of the Erwin organization until he retired in 1927. At that time W. A. Erwin, who had been secretary-treasurer and general manager, was elected president, continuing to head the organization until his death in 1932. Kemp Plummer Lewis, native of Raleigh, joined the Erwin organization soon after his graduation from Carolina in 1900. He worked at various jobs until he became Mr. Erwin's secretary. Mr. Lewis moved up through various jobs, becoming secretary and

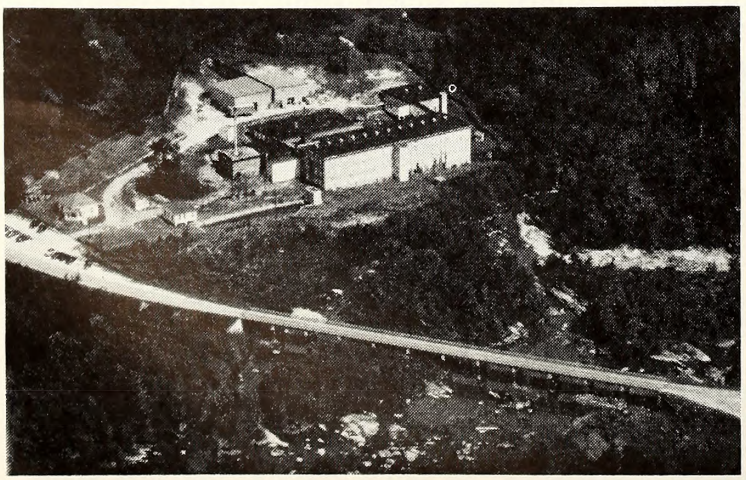


Mill No. 3 and Finishing Plant of Erwin Mills at Cooleemee.

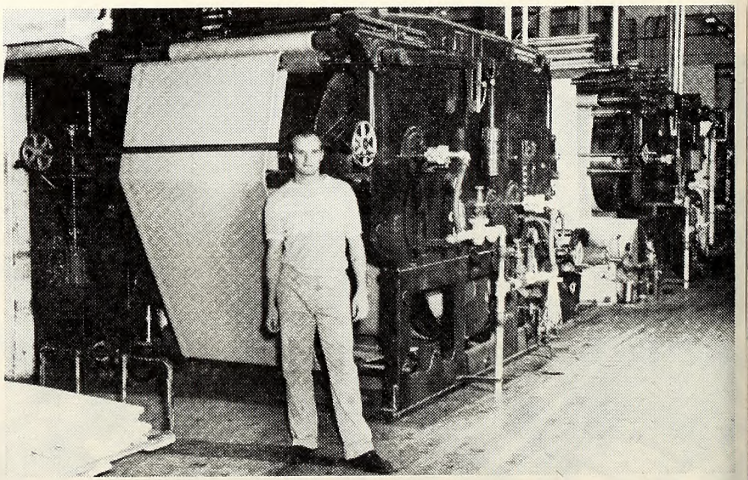
treasurer in 1927 and was named president following Mr. Erwin's death in 1932. In 1948 he was named chairman of the Board, serving as such until his death early this year. Both Mr. Erwin and Mr. Lewis had served as president of the North Carolina Cotton Manufacturers' Association.

William H. Ruffin was elected president in 1948. He started vacation work in 1919 and after his graduation from the University of North Carolina in 1921 he became a regular employee. He worked at various jobs in the mill for two years and then became assistant overseer of spinning. Through various jobs he worked up to his present position of head of the organization and is also treasurer of the company. He is past president of the North Carolina Cotton Manufacturers' Association and of the North Carolina Industrial Conference. Last year he served as president of the National Association of Manufacturers and is now chairman of the Board of the NAM, the first native Southerner to head that organization.

Carl R. Harris, vice-president and assistant treasurer, is a graduate of N. C. State College. An experienced man in textiles, he is now president of the North Carolina Cotton Manufacturers' Association. E. M. Holt, general manager for the company, is a Durham County native and descendant of the prominent Holt textile family in Alamance County. He joined Erwin in the early 1920s. Dr. Frank T. de Vyver, vice-president in charge of personnel and labor relations, came to Erwin Mills from the faculty of Duke University where he still teaches some classes in the Economics Department. E. W. Dunham was named secretary of the Erwin Mills in 1947 suc-



Erwin Mills plant at Falls of Neuse in Wake County.



Sanforizing process in Cooleemee Plant of Erwin Mills.

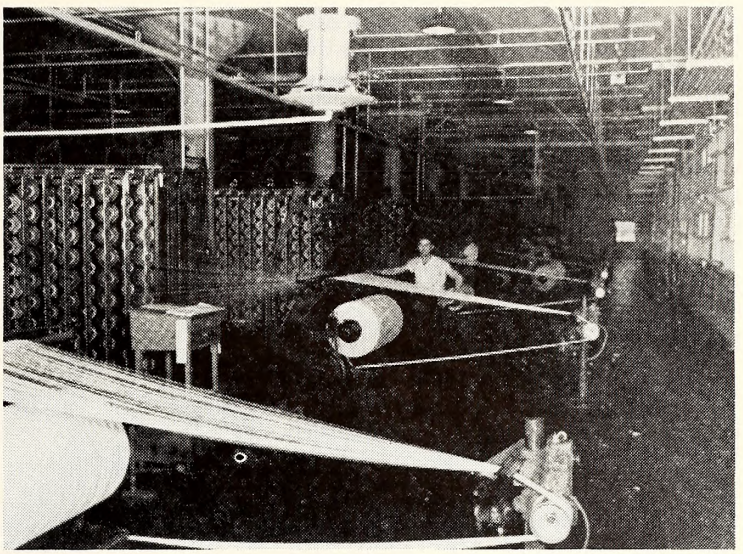
ceeding E. G. McIver. He is a Rowan County native and his field is accounting and finance. He joined the company in 1919 at Durham. N. A. Gregory, joining the firm in 1932, and L. C. Thomas, joining in 1921, are assistant secretaries.

Directors of Erwin Mills are A. F. Bonsal, Freeman J. Daniels and B. W. Stiles of New York; Carl R. Harris, vice-president; George Watts Hill, grandson, and John Sprunt Hill, son-in-law, of the original vice-president, George W. Watts; J. Harper Erwin of Durham; LeRoy Martin of the Wachovia Bank & Trust Co., Raleigh, and William H. Ruffin, president.

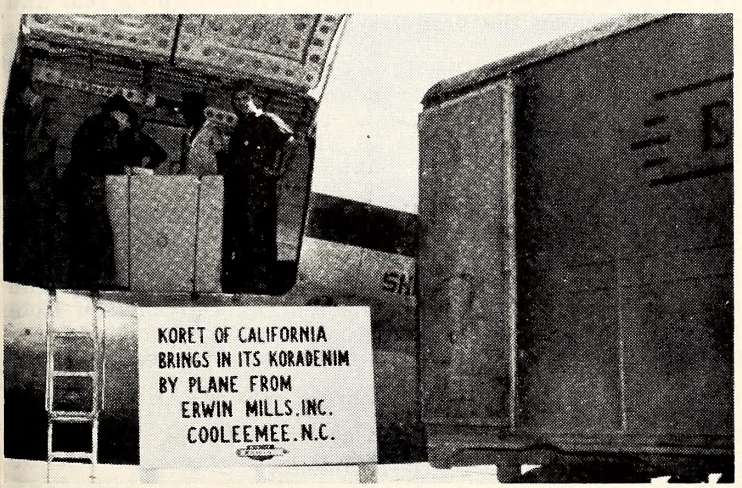
President Ruffin recently announced the plan of spending $2,650,000 in further modernizing machinery and equipment in the Durham, Erwin and Cooleemee groups of mills.

West Durham—Plant No. 1 was started in 1893 and the capacity doubled in 1896. Plant No. 4 was built in 1910 to manufacture sheets and pillowcases along with a bleaching, sewing and finishing plant. These plants shifted to wide sheeting exclusively in 1926. No. 6, the former Pearl Cotton Mill, was bought in 1932 and devoted to producing sheetings. Officials of these four plants are W. V. Byers, manager; R. B. Cooke, J. M. Heldman, T. C. Pegram, and A. M. Moore, Jr., superintendents; Fred Langford, assistant superintendent. These plants employ about 2,050 workers with an annual payroll of around $7,000,000.

Erwin—Plant No. 2 was built in a rural section of Harnett County in 1903 to make blue denims. Erwin decided to consolidate its denim production at Erwin and erected Plant No. 5 in 1926. These two plants employ about 2,220 workers with a payroll of about $6,500,000 a year. E. H. Bost is manager; W. H. Muse, assistant manager; W. H. Miley, Jr., general superintendent, and J. K. Bruton and A. R. Marley, superintendents.



Ball warping process in Durham Plant of Erwin Mills.



Cooleemee—The Cooleemee Cotton Mills, organized and started in 1901 by J. B. Duke and associates, was incorporated into the Erwin group in 1906 as Plant No. 3. This plant was a completely intergraded textile manufacturing center with facilities for almost any kind of cotton fabric. A few years later a bleaching, dyeing and finishing plant was added. In 1939 ultra-modern vat-dyeing facilities were installed for vat drills and jeans. This plant produces sportdenims, flannels, sheetings and cantons. The two plants employ about 1,500 workers with an annual payroll of about $4,400,000. J. L. James is manager, C. W. Howell and W. R. Wands, superintendents; M. A. Carpenter and E. P. Lavoie, assistant superintendents, and J. O. Moody, office manager.

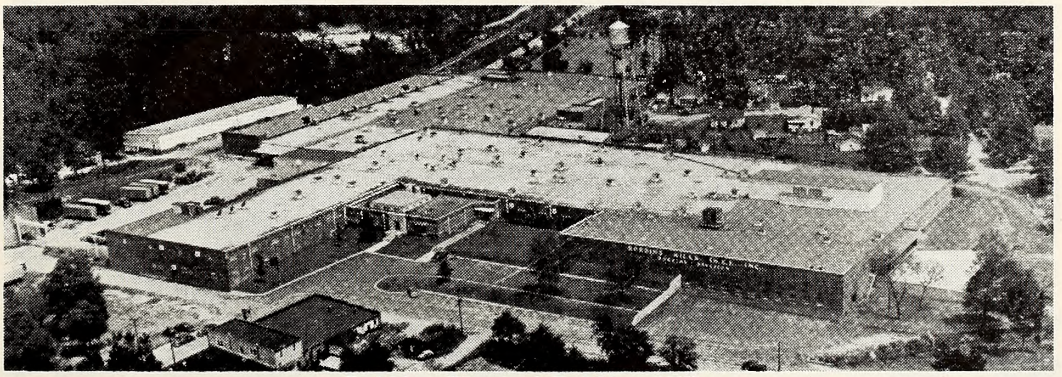
Falls of Neuse—This Wake County cotton spinning plant, formerly Diana Cotton Mills, was in receivership when it was purchased by Erwin in 1948. The plant has been completely modernized and new equipment installed to weave synthetic yarns, principally gabardines and suitings. This plant, No. 7, employs about 130 workers and has an annual payroll of about $340,000. L. E. Gatlin, Jr., is manager and superintendent.

Stonewall, Miss.—The 80-year old Stonewall Cotton Mills, purchased by Erwin in 1948, was completely overhauled and modernized and the newest machinery installed. It produces denims, employing about 760 workers with an annual payroll of about $1,640,000. M. R. Harden is manager; C. O'Neal Walker, superintendent; John C. King, assistant superintendent, and J. E. Moon, office manager.

Robbins Mills, Producing Synthetic Fabrics, Expanding

Robbins Mills (N.C.), Inc., with headquarters at Aberdeen, only an idea in the head of a fabrics merchant some 22 years ago and starting with a small plant purchased at Robbins (then Hemp), is developing rapidly into one of North Carolina's largest and most important textile firms producing synthetic fibers entirely. In fact two of the Robbins plants, successively, have been classed at the time they were completed as the "largest spun synthetic weaving mill under one roof in the world." "Robbins Fabrics," consisting of men's and women's suitings, women's and children's garment fabrics and other general use fabrics, have become widely and favorably known throughout the country.

Robbins Mills, with all production operations located in North Carolina except a dyeing and finishing

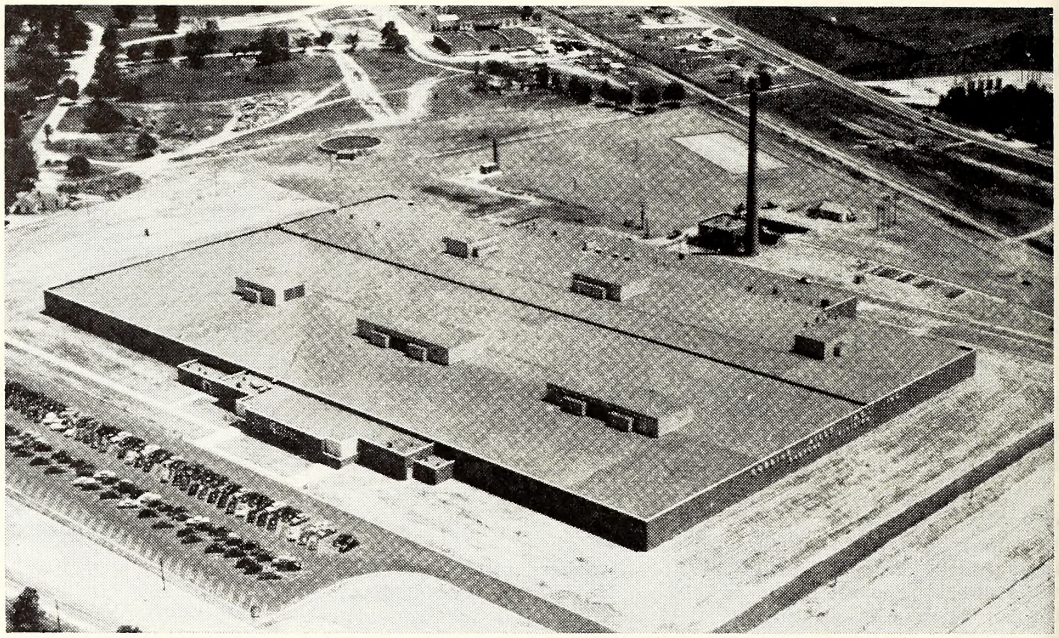


Robbins Plant of Robbins Mills.

Plant in Virginia now operates 2,390 production looms, 60,000 spinning spindles, 34,000 twisting spindles for spun yarns, also 107,000 filament throwing spindles with all of the additional machinery required in modern spinning and weaving plants. The combined plants now have floor space in excess of 1,500,000 square feet and employ more than 4,000 workers.

Karl Robbins, founder and developer of this extensive synthetic textile organization, began his career as a fabric merchant in New York City in 1912 buying all types of fabrics from weaving mills in the East and selling them to clothing manufacturers largely in the New York area. Mr. Robbins sensed the importance of the newly developed synthetic fibers in the nation's economy and decided after 18 years as a fabric merchant to enter the production field and develop exclusive fabrics not then produced by his regular suppliers. His first venture was the purchase in 1930 of the Edgar Weaving Co., a small plant at New Bedford, Mass. It was there that he began the production of the now widely used "Robbins Fabric."

Another fact realized by Mr. Robbins was that the South offered better opportunities for translating his ideas about synthetic fabrics into action. He found at Hemp (now Robbins) the Pinehurst Silk Mills and bought the plant. This industry was organized and started in 1924 by Col. Cowgill and associates but operations were discontinued in 1928. Soon after it was reorganized and purchased about 18 months later in 1930 from the Bank of Pinehurst, becoming the second "Robbins Fabrics" mill. A short time later Mr. Robbins sold an interest in the mill to J. Spencer Love and associates of the Burlington Mills. This plant originally contained about 50,000 square feet of floor space and operated 96 hand looms, one V-warper, one small slasher, 100 spindles of copping and other required equipment. The plant operated 120 hours a week employing about 100 workers. Soon afterward the new owners doubled the amount of floor space and added 5,000 throwing spindles. All products, including synthetic filament yarn flat goods for use by the dress goods trade, were sold through Colonials Mills, Inc., New York City, owned by Mr. Robbins.



Raeford Weaving Plant of Robbins Mills (N.C.), Inc., largest spun synthetic weaving mill on one floor under one roof in the world.

ROBBINS BUYS ROCKY MOUNT MILLS

Karl Robbins, chairman of the board of Robbins Mills, Inc., announced recently the purchase of Hego Fabrics, Inc., of Rocky Mount, as a result of which officials said the company will have a potential volume of $75,000,000 a year and will rank among the first five sellers of better priced synthetic yarns.

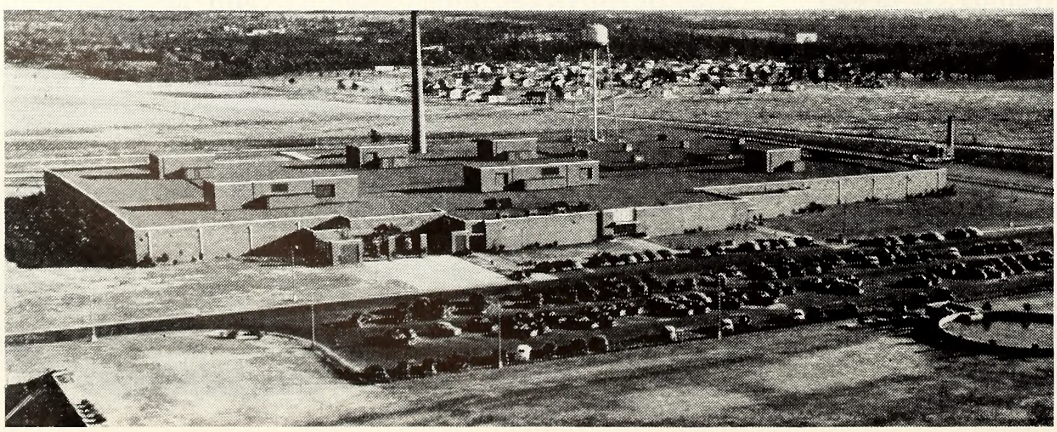
While Hego Fabrics will become a Robbins division, it will continue to operate as an independent unit. Herman Goodman, former head of Hego Fabrics has been named a director and vice-president of Robbins Mills, a position formerly held by William P. Saunders, who became president of Robbins Mills last May. Before starting with Hego Fabrics in 1933 Mr. Goodman was vice-president of Colonial Mills, Inc., predecessor of Robbins Mills, Inc.

The Rocky Mount plant thus joins the plants at Aberdeen, Raeford, Red Springs and Robbins in North Carolina and the finishing plant at Clarksville, Va., as a division of Robbins Mills.

After three years of such operation in 1934 Mr. Robbins bought back the interest he had sold to Mr. Love and associates and organized the Robbins Cloth Mills, Inc. Officers at that time were Karl Robbins, president; William P. Saunders, vice-president and manager; and E. A. Werner, secretary and treasurer. In 1932 the Colonial Mills, owned by Mr. Robbins, bought the Mid-State Cloth Mills, Newton, which added 50,000 square feet of floor space and 288 looms. This plant in 1939 was sold and a small weaving mill at Red Springs was purchased.

Citizens of Hemp were so appreciative of the activities of Mr. Robbins in bringing a larger prosperity to their community and because of the extensive assistance he gave in all community projects that they decided to honor their benefactor. By popular vote in 1943 they changed

Aberdeen Plant of Robbins Mills in which is located general offices of the company.



the name of Hemp to Robbins. Previously, in 1940, Mr. Robbins sold the Edgar Weaving Co. in New Bedford, Mass. ,in order to enlarge and consolidate his activities in the South. In 1945 the Robbins firm purchased the Hannah-Pickett Mills, Inc., in Rockingham, a cotton weaving mill employing about 750 workers. This plant was sold in 1947. In 1946 the company decided to build a dyeing and finishing plant and a site near Clarksville, Virginia, on the Roanoke River was selected. Production started in 1947. Also in 1947 the general bookkeeping activities were moved from Robbins to the Clarksville plant.

The Robbins firm started a Tricot Division in the Robbins plant in 1946 with six Tricot machines and one warper, producing about 18,000 pounds of knitted fabric a week. This activity was discontinued in 1948 but was resumed on a larger scale in 1950.

Robbins Mills in 1947 started a new spun synthetic plant near Aberdeen. The general offices were moved to enlarged office space in this plant in 1948. The next year the parent company, Colonial Mills, Inc., and the Robbins Cloth Mills, Inc., were consolidated into Robbins Mills, Inc., and the State initials of the corporations within the State became a part of the name of Robbins Mills, Inc., and each division plant carries the name of the town in which it is located, as Aberdeen Division. This plant was then known as the largest spun synthetic weaving mill on one floor under one roof in the world. Then in 1950 the company bought an empty mill at Raeford and installed winding and spinning spindles to supply needs of the other Robbins Mills. In the next year the company started a plant on an adjoining site to bring to a climax all Robbins Mills construction to date. This plant then became the largest spun synthetic weaving mill on one floor under one roof in the world. The plant was completed early this year and has now reached complete operation in producing fabrics for suitings and general use.

Robbins Mills, Inc., in New York, occupies the entire 20th floor of the building at 1407 Broadway. The plants at Robbins and Red Springs specialize in weaving fabrics from filament synthetic yarns, while the Aberdeen and Raeford plants weave fabrics from cut spun synthetic fibers.

In the early days of Robbins operations, materials were brought to the plants and manufactured goods were hauled from the mills by trucks under contract or lease. In 1944 Robbins bought out a truck line of four trucks and began making its own deliveries. At present the firm operates its own large fleet of gas and diesel tractors and trailers.

In his development of this extensive industry Mr. Robbins has gathered about him a large number of able and progressive men. Chief of these was William P. Saunders, a young and progressive mill man who joined the firm at Hemp, and early in 1931 was made manager of operations. Mr. Saunders proved so efficient that he became an associate in the business and was elected vice-president of the North Carolina firm in 1933. As the Robbins Mills expanded, his duties increased proportionately and in 1950 he became president of the North Carolina corporations. This year Mr. Robbins decided to ease up in his activities and became chairman of the board of the parent company. Mr. Saunders was elected president to succeed him in the parent company and continues as president of the North Carolina corporations and general manager of all the Robbins Mills.

A. H. Grant, who began work in the throwing and preparation department at Hemp in 1933, later was promoted to office manager. Soon after his return from service with the United States Navy, 1942-46, he was promoted to plant manager of Red Springs plant. Mr. Grant is now vice-president of the North Carolina operations.

Edward Schenker is treasurer of the combined corporations. Each division plant is staffed with outstanding specialists in synthetic fabric production.

Robbins Division Plant—This first Robbins plant at Hemp, started as Moore County Mills and later Pinehurst Silk Mills, was bought in 1930 and as noted had about 100 employees and produced about 35,000 yards of fabrics a week. Several extensive expansions have resulted in present floor space exceeding 290,000 square feet. Operating 32,248 throwing spindles and 660 looms, the plant now employs about 800 workers. Tricot Division is also operated in this plant.

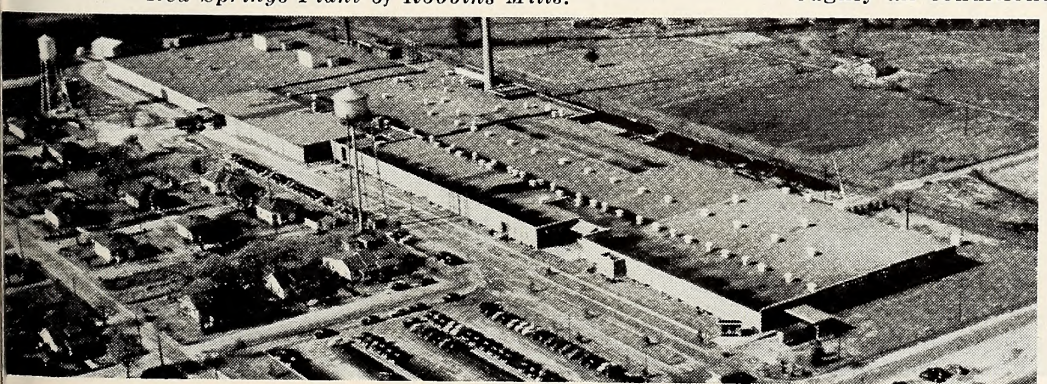
Red Springs Division—This small weaving mill was bought in 1939 and contained 55,000 square feet of floor space. It operated 116 C&K hand looms, one slasher and a few quilling machines. Soon after its purchase the plant was enlarged and 576 new looms replaced the 116 old looms. This plant has been enlarged until it now covers seven acres of floor space and employs about 925 workers. The plant now operates 48,256 throwing spindles and 1,152 looms.

Aberdeen Division Plant—This plant was built new in 1947. When finished, it was described as the largest plant in the world devoted entirely to production of spun synthetic fibers. The plant is fully air-conditioned for the benefit of the workers and as an aid in production of quality fabrics. The plant operates today 20,000 spinning spindles, 10,400 twisting spindles and 289 looms, employing about 650 workers. The general offices of Robbins Mills were transferred to this plant in 1948.

Raeford Division Plant—A small empty plant was purchased at Raeford in 1950 and was started with 2,000 winding spindles and 27,000 throwing spindles, to supplement the throwing operations at Robbins and Red Springs. In 1951 adjacent to this throwing plant, Robbins Mills started a plant which climaxed all previous expansions made by Robbins. The mill was placed in full operation this year, taking its place as the largest spun synthetic weaving mill on one floor under one roof in the world. The plant, fully equipped with the most modern spinning and weaving machines, embraces nine acres of operating space and is thoroughly air-conditioned. It produces woven fabrics for suitings and industrial uses. The plant operates 40,320 spinning spindles, 24,000 twisting spindles and 289 looms, employing about 850 workers.

Clarksville, Va., Plant—In 1946 Robbins Mills decided to build a dyeing and finishing plant, selecting a site near Clarksville, Va. The plant started small. Expansions resulted in 223,567 sq. ft. of production space, with 1,000 workers. This plant dyes and finishes all N. C. production.—Data supplied by L. Lewie Hallman, Methods Manager, Robbins Mills, Inc.

Red Springs Plant of Robbins Mills.



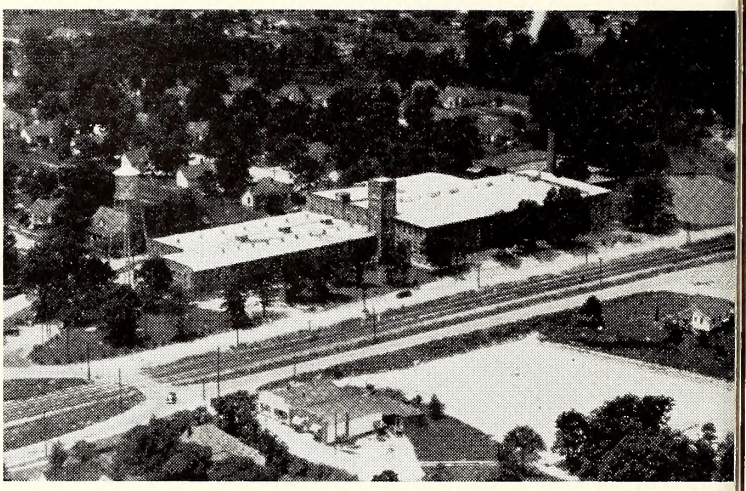
Textiles-Incorporated Nation's Top Combed Yarn Producer

Textiles-Incorporated, organized in 1931, born of desperation in the middle of this nation's worst panic, spent eight of its first ten years in receivership in which its barnacles were sluffed off, its body streamlined and its sails trimmed so that it emerged into another decade of successful and prosperous operations to become the nation's leading organization in the production of fine combed yarns in Gastonia, recognized as the country's capital of the fine combed yarn industry.

In fact Textiles-Incorporated, in its component parts, represents the early days of the textile industry in Gastonia. This organization gathered together numbers of the finest combed yarn mills and welded them into one corporation which has become one of the largest and most successful enterprises in the State.

The development of the textile industry in Gastonia is an intensely interesting and at times a very depressing story. In 1888 this village of less than 500 people contained forward-looking citizens who wanted to invest their earnings in industry and to absorb the small surplus of labor. Their thoughts turned toward using the cotton grown in the surrounding area through development of a cotton mill. In their consideration of this project they found a man with both the information and ability to build and operate a cotton mill. This was George A. Gray who had been superintendent of the McAden Mill at McAdenville, a few miles away.

Leading citizens of Gastonia, including R. C. G. Love, grandfather of Spencer Love of Burlington Mills; John H. Craig, J. D. Moore, L. L. Jenkins, T. W. Wilson and Robert H. Adams subscribed approximately $100,000 and employed Mr. Gray to build and operate Gastonia's first textile mill. Within the next 20 years, it may be classified as the pioneering age, about 10 additional mills were erected. In 1893 George W. Ragan organized the Trenton Mill; in 1896 George A. Gray and John F. Love built the Avon Mill; in 1896 R. P. Rankin built the Ozark; in 1900 Mr. Ragan built the Arlington and George A. Gray and John F. Love built the Loray Mill (now Firestone); the Gray Mill was built in 1905. In 1907 two dynamic and aggressive men, Charles B. Armstrong and L. F. Groves, entered the textile field. Again with the experienced George A. Gray, Mr. Armstrong built the Clara Mill and Mr. Groves built the Flint Mill. These mills were in successful operation as the pioneering era ended in 1909.

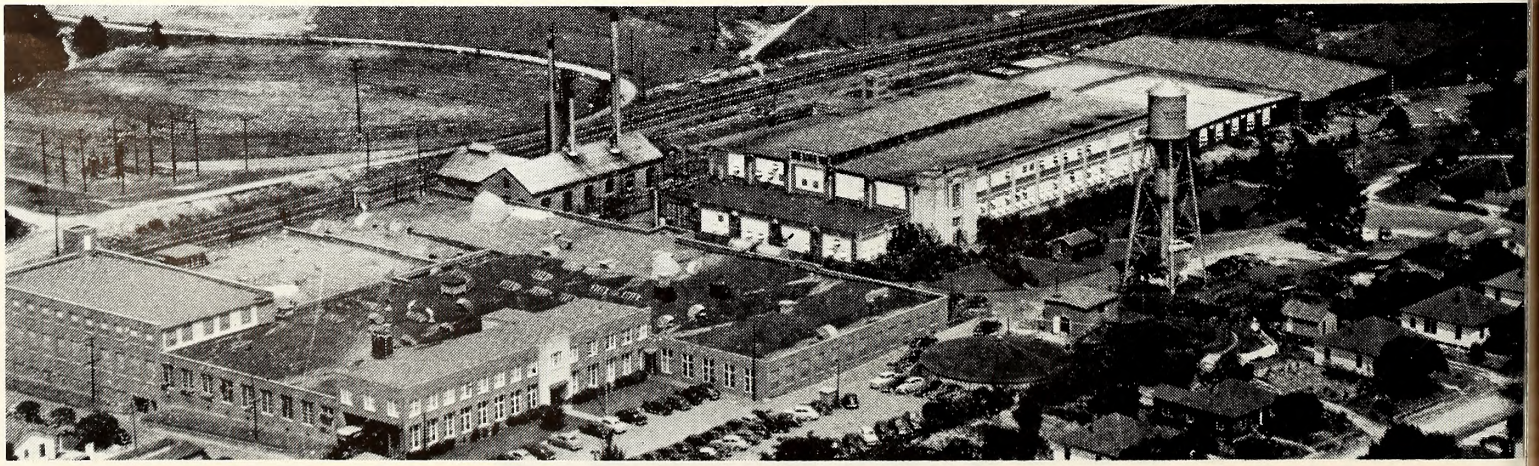


Aerial view of Arlington Plant of Textiles-Incorporated showing mill village in background.

By 1910 the tempo of cotton mill development in Gastonia had reached a high point and construction and operation continued at fever pitch during the next decade. At that time Albert G. Myers, a young banker and executive head of the Citizens' National Bank, joined forces with both the Armstrong and the Rankin groups in an extensive expansion of the textile industry. Mr. Myers assisted the sons of R. P. Rankin who had died in 1910, including R. Grady, Henry, Lawrence and Pinkney Rankin, Jr. supported the extensive expansion of Col. C. B. Armstrong and entered the textile industry directly himself. The Gray family, with help from L. L. Jenkins of the First National Bank, continued their activities and W. T. Rankin, insurance and real estate man built the Osceola and Hanover Mills.

With the advent of World War I and the need of supplies from the United States activity increased and six mills were built by these groups in the period from 1915 to 1917. After the War ended late in 1918, the inflation that swept the country did not miss Gastonia. In a 12-month period of 1919-20 the Armstrong, Winget, Myers, Rankin and Gray groups built 16 fine combed spinning mills. Stocks were subscribed and over-subscribed from every type of citi

Two big plants of Textiles-Incorporated in Gastonia. Left foreground is plant of subsidiary, Threads-Incorporated, and the Arkray Plant in center behind water tank.



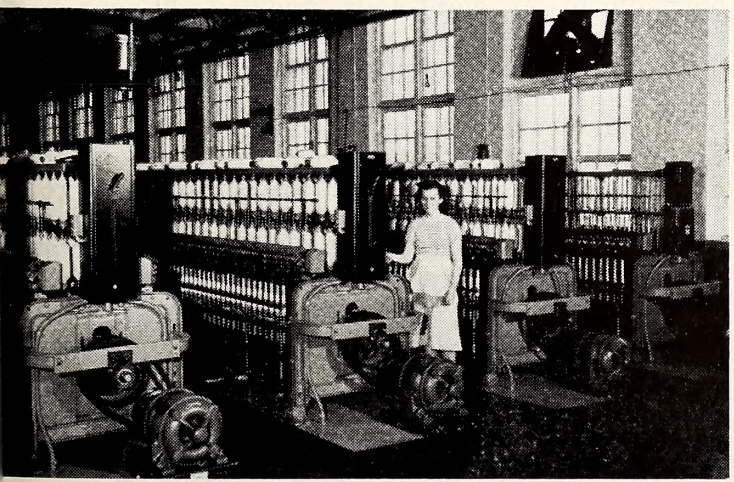
zen from soda jerker to bank president. All wanted stock and stocks of mills already in operation sold as high as 6 for 1. Then in the summer of 1920 deflation struck, followed by cut-throat competition and stocking goods when there were few sales. Plans for mergers were proposed and discussed but not adopted. Neither group wanted to lose its identity.

Finally, two years after the great depression struck in 1929 in pure self-defense and in order to salvage as much as possible from the impending wreck, heads of the several large cotton mill groups in Gastonia got together and worked out a consolidation. Included were the Gray-Separk group with Arkray, Arlington, Gray, Myrtle, Priscilla and Flint Mills; the Myers group with Cora, Myers, Elizabeth and Merco Mills; the Rankin group with Osceola, Mountain View and Ridge Mills; Armstrong-Winget group with Seminole, Winget, Victory, Mutual, Wymojo, Lockmore, Helen and Monarch.

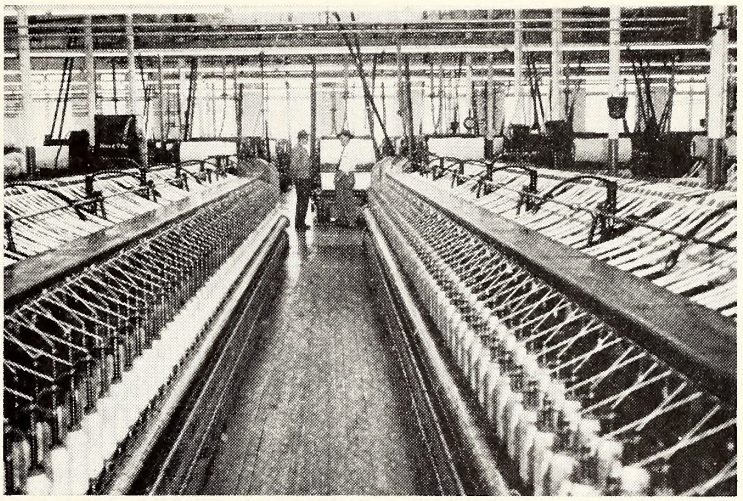
Textiles-Incorporated thus became the greatest combination of fine modern spinning mills in the history of the textile industry in the United States. In addition to these mills Textiles also owns a subsidiary, Threads-Incorporated, formerly an adjunct of the Gray-Separk group, which became one of Textile's greatest assets, since it consumed the production of its largest spinning units and developed sales as high as $14,000,000 annually. Textiles also had a working arrangement with Hampton Textiles-Incorporated, a branch plant in Gastonia of a Massachusetts firm, to consume all of Textiles' mercerizing yarns going into the fine weaving and hosiery trades. Thus, Textiles with fine manufacturing and distributing arrangements was ready for a successful career.

The 22 mills consolidated under Textiles contain 275,000 spindles, all producing fine combed yarns. Approximately 4,000 workers were employed at the plants and all lived in the villages owned by the mills. Nearly 10,000 people living in these villages were directly dependent upon the operation of these plants for their livelihood. Capitalization of Textiles at that time amounted to $8,425,500, included in $5,544,000 in common stock; $695,000 in Class A and $2,186,000 in Class B preferred stock.

A. G. Myers, successful banker and textile man, was elected president of the new corporation; J. H. Separk was elected vice-president in charge of sales; A. K. Winget became secretary and R. Grady Rankin, treasurer. J. Lander Gray, elected vice-president,



Portion of the spinning department in the Mutual Plant of Textiles-Incorporated.



Section of the card room of the Winget Plant of Textiles-Incorporated.

and Henry A. Rankin, both efficient in directing the spinning of quality yarns, were placed in charge of manufacturing. J. C. Roberts, coming from Ernst & Ernst, was elected controller and auditor: C. C. Armstrong, elected vice-president, and Charles D. Gray, both with wide experience, were placed in charge of buying raw cotton for the corporation.

Textiles continued the valiant fight against ever receding markets and ever increasing inventories. As banks were closing throughout the nation, Textiles drew in its belt. Mills had to close or run on part time to try to hold the organizations together. Cotton continued to decline until it reached 5½¢ a pound. Officers cut their own salaries in half and inaugurated all economies possible. Marginal land in the mill villages were turned into gardens and canning plants were set up to help tide the workers over the distressing period.

Textiles fought this great depression with its back to the wall for two years. Finally in the spring of 1933 after the Hoover Administration had ended and the Roosevelt Administration closed every bank in the country, officers and directors of Textiles asked for a Federal receivership. A. G. Myers and R. Grady Rankin were made co-receivers subject to jurisdiction of Judge E. Yates Webb's court. These receivers laid a new foundation for operations. They made mutual agreements with banks to hold old loans in abeyance and obtained new operating loans on receiver's certificates of indebtedness. In 1934 Mr. Rankin resigned as co-receiver to go with Duke Power Company, leaving Mr. Myers as sole receiver.

Applying his splendid financial and executive ability Mr. Myers continued his recovery program. He sold several of the fringe plants which were considered obsolete and applied the proceeds toward the old indebtedness. As recovery from the depression continued sales volume increased. As profits started showing up they were applied to liquidation of the indebtedness. As conditions improved, Mr. Myers seized every opportunity to improve the position of Textiles-Incorporated. At his request he accepted for his work a nominal monthly drawing account authorized by the court, which was much less than is ordinarily paid top executives of a corporation of this size. Other than this modest drawing account, no receivership fees were paid in winding up the receivership. This was one of few instances of a cor-

poration passing through receivership in which large fees were not paid. It meant a considerable saving to the stockholders.

Remaining with Mr. Myers through the receivership was John C. Roberts, an able advisor on costs and tax matters. Also working with Mr. Myers as manufacturing executive of the 12 remaining plants was Henry Rankin. A. W. Latta, as sales manager, and P. H. Thompson, of the home office, rendered valuable aid in popularizing the products and extending the markets.

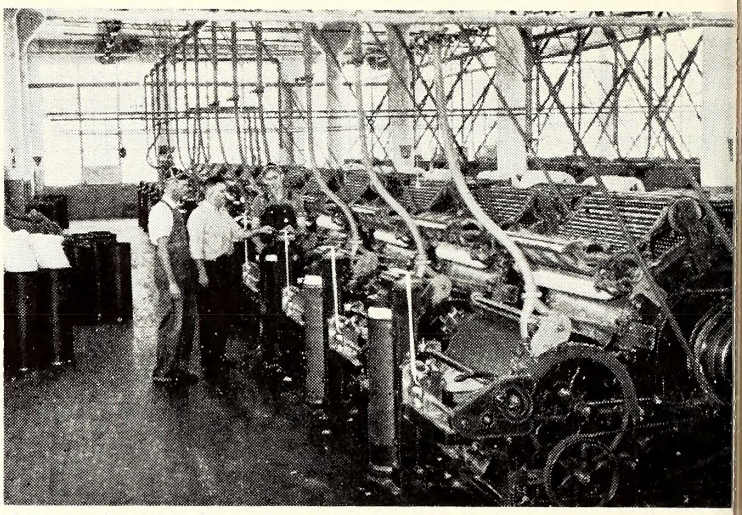
So, after eight years of diligent effort and successful operations, Mr. Myers was able to bring Textiles-Incorporated out of the receivership and turn it back to the stockholders on September 30, 1941. Meantime he had paid off all of the firm's indebtedness, including $1,322,000 of old bank loans and $650,000 of mortgaged bonds and turned over to the stockholders a nice cash dividend, the first since the merger in 1931. Cash dividends for both classes of stock have been paid each quarter since 1941.

Mr. Myers, in recognition of his unusually successful operation, was again elected president of Textiles-Incorporated and has since continued to hold that position. During the 1941-51 ten-year period the company earned $32,000,000 and paid $7,500,000 in dividends to its common and preferred stockholders. This is an average of $1.14½ per share per year on the $1.00 par value common stock, the dividends ranging from 40¢ per share at the beginning up to $2.50 per share in some recent years. During this decade Textiles had paid $18,000,000 to Federal and state governments in income taxes and has paid $59,000,000 to its 3,000 employees, probably the highest wage rates in the history of the industry. In addition it has spent $4,800,000 in completely modernizing 11 of its remaining 12 plants.

Textiles-Incorporated has paid off all of its bonds and all of its preferred Class A stock plus accrued dividends. It has issued three shares of preferred stock of $25 par value in retirement of the Class B $50 par value stock and accrued dividends and has reduced the par value of the common stock from $10 to $1 per share, leaving the present capitalization of $554,000 in common stock and $2,375,000 in preferred stock, with a surplus of $9,068,300. The company now has a 7 to 1 current position, which enables it to operate in normal times without borrowing from banks. Sales for 1951 amounted to $30,233,876.

Textiles-Incorporated operates 11 spinning plants with a total of 160,124 producing spindles and one thread finishing plant, Threads-Incorporated, which is a totally owned subsidiary of Textiles, all in Gastonia and its environs. These mills enable Gastonia to live up to its appellation as "The Combed Yarn Center of America". However, one of these mills, the Pinkney Plant, includes three units for larger production and economical operation. The Pinkney Plant does all of the spinning; the Hanover unit does all of the carding and the Rankin unit does all of the finishing—a series of streamlined processes.

Consolidation and streamlining has enabled Textiles to inaugurate important economies in the 10 other spinning plants. These plants produce combed yarns of counts from 14s to 120s, single and ply, and in all put-ups required by the trade. This permits each plant to produce 1, 2 and 3 counts in contrast to producing 8 or 10 different counts if the plants were owned individually. Reducing the number of counts in each plant results in considerable savings in operations. These 10 additional spinning plants are Arkray with 12,576 spindles, Arlington with 25,332 spindles, Mutual with 7,056 spindles, Myers with 13,248 spindles, Myrtle with 12,672 spindles, Osceola with 13,104 spindles, Ridge with 9,936 spindles, Seminole with 11,968 spindles, Victory with 21,216 spindles and Winget with 8,280 spindles, in addition to the Pinkney Group with 24,736 spindles.



A row of carding machines in a card room of Arkray Plant of Textiles-Incorporated.

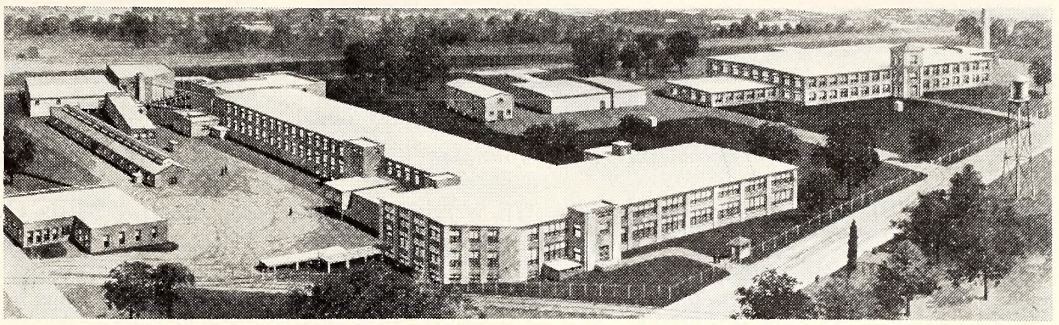
Threads-Incorporated furnishes from 150,000 to 200,000 pounds of yarn weekly for the sewing thread and other convertors of dyed yarns. This plant rates third in volume in the thread finishing industry.

Textiles-Incorporated enjoys splendid employer-employee relations and offers extensive benefits to all its employees. The corporation makes available group life insurance, health and accident insurance and hospitalization for all employees at small individual costs. One full week of vacation with pay is given those with as much as one year of service. The company furnishes playgrounds, uniforms and equipment for baseball, soft ball and other recreational activities for employees in all plants. An attractive semi-monthly paper is issued and distributed to all employees contributing much to friendly relations. Every plant has a modern snack bar for exclusive use of its employees, making available sandwiches, coffee, soft drinks and knick-knacks. The company operates normally on an eight-hour, five-day, 40-hour work week, thus allowing Saturdays and Sundays for rest.

Textiles maintains sales offices in New York, Chicago, Philadelphia, Reading and Chattanooga.

Officers serving with President Myers are A. W. Latta and Henry Rankin, vice-presidents; John C. Roberts, vice-president and treasurer; George B. Mason, secretary; Arthur Fuller, Haddon S. Mackie, Don Maddox, Albert G. Myers, Jr., and Percy H. Thompson, assistant vice-presidents; and William J. Terry and William L. Wetzell, assistant secretaries and assistant treasurers. The Board of Directors includes J. W. Abernethy, W. L. Brooks, R. S. Dickson, C. D. Gray, A. W. Latta, George B. Mason, A. C. Myers, A. G. Myers, Jr., Henry Rankin, J. C. Roberts, Allen H. Sims and A. K. Winget.—Data for this article supplied by Charles D. Gray, Sr., a director of Textiles-Incorporated.

Johnston Mills Effectively Operates Yarn and Cloth Plants



Large plant of Johnston Mfg. Co., a subsidiary of Johnston Mills Co., located in Charlotte.

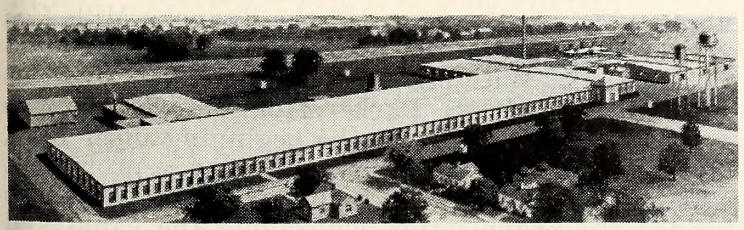
Johnston Mills Co., Charlotte, is the selling agent and one of the 10 corporations that go to make up what is known as the Johnston Mills Corporation. These include six yarn spinning mills, a mercerizing plant, a group of three mills manufacturing textiles and cloth and the corporation owning two office buildings in Charlotte, the Johnston Building, a modern 17-story building, and the Piedmont Building, a nearby four-story office building, an earlier home and headquarters for the Johnston Mill activities.

Foundation for the extensive Johnston Mills activities was laid in 1895 when Charles W. Johnston came to Charlotte to serve as secretary and treasurer of Highland Park Mfg. Co., in Charlotte. Mr. Johnston, a farseeing and able mill executive, through successful operation, continued to expand the Johnston holding by building new plants and purchasing plants already in operation. Johnston Mills became one of the larger textile groups in the State during his direction of their affairs which ended with his death in 1941. His son, R. Horace Johnston, succeeded him as head of the organization with successful operation until he died, a relatively young man, in 1949. David R. Johnston, grandson of the founder, has headed several of the Johnston corporations since his father's death.

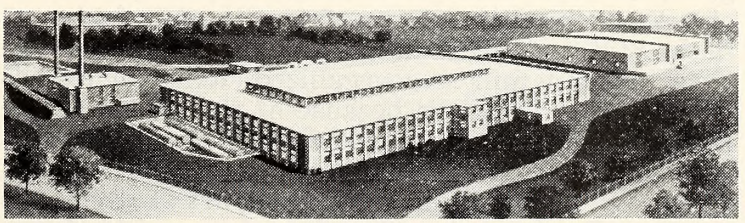
Six yarn spinning mills in the Johnston Corp. include Johnston Mfg. Co., Charlotte; Union Mills Co., Monroe; Eastern Mfg. Co., Selma; Park Yarn Mills Co., Kings Mountain; Worth Spinning Co., Stony Point; and Monroe Mills Co., Monroe. The mercerizing plant, processing the yarns from these six mills, is the Spinners Processing Co., Spindale. Another large unit is the Highland Park Mfg. Co., engaged in both spinning yarns and weaving cloth, with two units, Plants Nos. 1 and 3, in Charlotte and Plant No. 2 in Rock Hill, S. C. These plants contain approximately 129,000 active spindles and almost 1,400 looms and employ around 3,500 workers. Johnston Mills Corp. combined the various activities into four separate and distinct phases, including: manufacturing and processing cotton yarns; sales of cotton yarns; manufacturing and finishing cotton fabrics, and operating two office buildings. The manufacture of cotton yarns in the six yarn mills is directed by Louis R. Briggs who is general superintendent and who also has charge of operation of the Quality Control Program and the laboratory maintained by the mills to assure uniform high quality in the yarn produced. The Spinners Processing Co., Spindale, is equipped for warp mercerizing, gassing, chain dyeing and bleaching and also has a modern, well equipped package dye house. This plant, handling the mercerizing, dyeing and bleaching of yarns for the other six yarn mills, is directly supervised by David Lindsay. Officers of this corporation are R. W. Stokes, Jr., president; Donald R. Jonas, vice-president, and David Lindsay, secretary and treasurer.

Highland Park Mfg. Co., with its main office and Plants Nos. 1 and 3 in North Charlotte and Plant No. 2 in Rock Hill, S. C., produces staple and fancy ginghams, rayons and shirtings and combed broadcloth. The plant operates 58,800 spindles and 1,396 looms in addition to operating a dye house and finishing plant equipped to sanforize, mercerize, dye, bleach and finish its fabrics. The three units employ approximately 1,600 workers. Officers of this corporation are David R. Johnston, president; T. W. Church, Jr., executive vice-president and treasurer; Harvey W. Moore, vice-president; Charles J. Stokes, secretary, with Arthur S. Jarrett as general superintendent. J. P. Stevens & Co. is the sole selling agent for Highland Park. Among the recreational facilities for this largest unit of the Johnston Corp. are a modern lighted baseball park and a major interest in the $500,000 North Charlotte YMCA Building, erected by the North Charlotte Foundation in memory of the late Richard Horace Johnston who founded the North Charlotte Foundation.

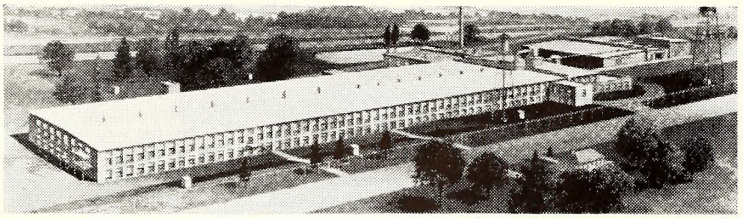
Johnston Mfg. Co., Charlotte, operates 20,184 spindles in manufacturing 10s to 40s, single and ply, combed peeler yarns on cones, tubes, ball warps and beams. This plant also operates the modern cotton classing room and Quality Control Laboratory, which serves all of the mills in the corporation. Approximately 425 workers are employed. Officers of this corporation are David R. Johnston, president; R. W. Stokes, Jr., vice-president and treasurer, and Charles J. Stokes, secretary.



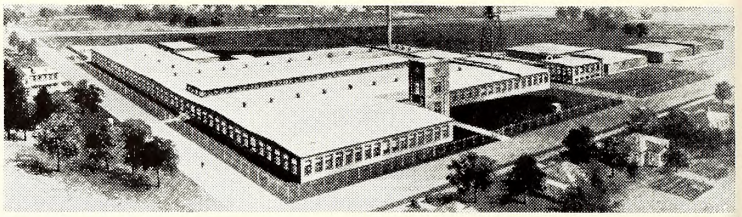
Eastern Mfg. Co. Plant at Selma affiliated with Johnston Mills Co.



Spinners Processing Co., Spindale, one of Johnston Mills Co. plants.



Park Yarn Mills of Kings Mountain, part of Johnston Mills Co.



Union Mills Co., Monroe, one of the plants of Johnston Mills Co.

Union Mills Co., Monroe, employs 275 workers and operates 13,572 spindles in manufacturing 20s to 40s combed peeler yarn, single and ply, on cones, tubes and warps. Officers are Albert S. Orr, president and treasurer; David R. Johnston, vice-president, and Donald R. Jonas, secretary.

Eastern Mfg. Co., Selma, employs 225 workers and operates 12,972 spindles in the production of 26s and 40s carded yarns. Officers are R. W. Stokes, Jr., president; G. W. Grier, secretary and treasurer, and G. W. Grier, Jr., assistant secretary and treasurer.

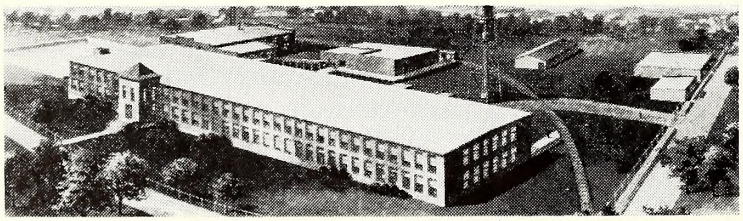
Park Yarn Mills Co., Kings Mountain, produces 50s to 80s combed peeler yarns, single and ply, on cones, tubes and warps. It operates 22,368 spindles and employs 275 workers. Officers are David R. Johnston, president; Harvey W. Moore, vice-president; G. F. Lattimore, secretary and treasurer.

Worth Spinning Co., Stony Point, operates 12,096 spindles in the production of 36s to 60s combed peeler yarns on cones, tubes and warps. It employs 250 workers. Charles J. Stokes is president; David Lindsay, vice-president, and John G. Stratford, secretary and treasurer.

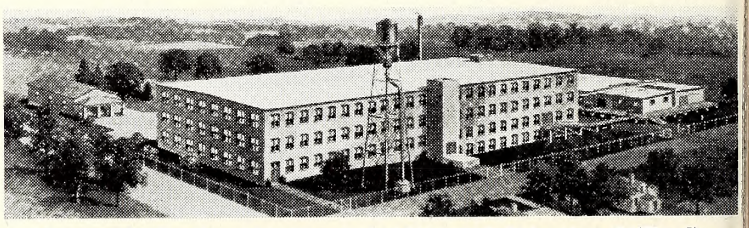
Monroe Mills Co., Monroe, produces on 9,000 spindles 30s to 40s combed peeler yarns, single and ply, on cones, tubes, and warps. The plant employs 160 workers. Officers are Albert S. Orr, president; R. A. Morrow, vice-president; David R. Johnston, secretary.

Anchor Mills Co., Charlotte, owns and operates the 17-story Johnston Building near the center of the business district in Charlotte, erected in 1924 and considered one of the finest office buildings in the South. It also owns the Piedmont Building, a 4-story office building adjoining the Johnston Building and a former headquarters for the Johnston Mills Corp. R. W. Stokes, Jr., is president and treasurer of this corporation; Charles J. Stokes is vice-president, and William B. Phelps, secretary, with Cecil F. Harris as building manager.

Johnston Mills Co., Charlotte, is sole sales agent for the six yarn mills and the mercerizing plant in the Johnston Corp. This corporation has its principal office in the Johnston Building, Charlotte, and operates branch offices in New York, Philadelphia, Reading, Chattanooga and Winston-Salem. Officers are David R. Johnston, president; R. W. Stokes, vice-president and treasurer; Donald R. Jonas, executive vice-president, and John D. Stratford, secretary. Under the management of Mr. Jonas, other representatives of the corporation and their locations follow: W. J. Yates, Charlotte; E. E. Jones, Jr., Winston-Salem; F. N. Belk, Chattanooga; Jack Ferguson, Philadelphia; W. J. Crummer, Philadelphia; Ray Bechtel, Reading, and W. P. Phelps, New York. The Johnson Mills Company also has a large export department operating under the supervision of P. R. Petersen.



Worth Spinning Co. Plant of Johnston Mills Co. at Stony Point.



Monroe Mills Co., Monroe, subsidiary of Johnston Mills Co.

Roanoke, Rosemary, Patterson Mills Large Fabric Producers

Roanoke Mills Co., Rosemary Mfg. Co. and Patterson Mills Co., all of Roanoke Rapids, were organized, incorporated and started business just before, around and a decade after the turn of the century. This group of mills made of Roanoke Rapids one of the oldest and largest centers of textile manufacturers in the State outside of the Piedmont area. About the time the first mill was organized, Roanoke Rapids was called Great Falls because of the rapids of the Roanoke River at this point. Just about the time the first mill was started, the community was incorporated as Roanoke Rapids and this part of it close to the Roanoke River is still referred to as Old Town. In recent years the city limits were extended to include the Rosemary community, thus forming a long and narrow municipality.

Principal figure in organizing all three of the Roanoke Rapids mill groups was Samuel F. Patterson, who came from Winston-Salem to serve as treasurer and general manager of the Roanoke Mills Co., which was incorporated in 1895 and started operation in 1897. With Mr. Patterson in organizing this first mill were W. S. Parker from Henderson, who served as president from the beginning until 1929, and Major Thomas L. Emry of Weldon, a prominent and wealthy farmer and industrial leader who also headed the organization which dug the canal and built a dam near Roanoke Rapids, which was the

beginning of the water power and hydro-electric power in this area.

Meanwhile, in 1900, Mr. Patterson, along with his brother, John L. Patterson, and three Richmond, Virginia, men, organized the Rosemary Mfg. Co. Mr. Patterson was treasurer from 1901 to 1919 and from 1919 to 1926 president and general manager of this mill. His brother served as vice-president and manager until 1919. Then in 1909 Mr. Patterson and four Richmond men organized the Patterson Mills Co. which started operation in 1910. Mr. Patterson was general manager of this mill from its organization to 1914 as well as officer of the other two mills until his death in 1926.

An interesting note in connection with the Roanoke Mills Co. is that the architect and probably the contractor was Stanford White, whose name became known nationally later when he was murdered by Harry K. Thaw. Architect White had previously drawn plans for the first industry at Roanoke Rapids operated by the United Industrial Co., later used as part of the Roanoke Mills Co. plant and now occupied by the Manchester Board & Paper Co. Brick for the first and probably both of these original plants were made in Weldon and transported to Roanoke Rapids in mule-drawn barges over the old canal constructed by Roanoke Navigation Company.

At times during their operation these mills passed through rough periods. During the year 1928 the Roanoke and Rosemary plants were purchased by the Simmons Company, bed and mattress manufacturer with executive offices at 230 Park Avenue, New York. During the next year the Simmons Company also purchased Patterson Mills Co. and owns the three mills entirely. Products of the mills supply the Simmons Company with sheetings, upholstery and ticking materials and also produce for the general trade.

After extensive renovations and enlargements, these three mill properties are entirely modern and up-to-date. They produce highest quality flannels, tickings, damasks, sheetings and grey goods. Annual consumption of cotton ranges from 70,000 to 75,000 bales. The four mills, including the No. 2 Roanoke Mills Co. plant, contain approximately 34 acres of manufacturing area and the combined capitalization is slightly over $6,000,000. Annual production is in the neighborhood of 75,000,000 yards of fabrics. The three mills employ around 3300 workers and distribute an annual payroll in excess of $7,000,000. Operating in the three plants are 538 cards, 132,768 spindles and 3,204 looms. Selling agent for the mills is Simtex Mills, 40 Worth Street, New York, also owned by the Simmons Company.

All of these mills have splendid employer-employee relationships. During the years parents, children and grandchildren have been among the employees. In fact the average length of employment in these mills ranges from 15 to 18 years. The company provides group participation accident, health and life insuraunce policies for all employees with minimum length of service. The company also has a retirement plan for all employees and a medical and hospitalization plan for all employees and dependents at a small weekly cost. Cafeterias are operated in all plants by an association of the employees.

Frank C. Williams is now president, treasurer and general manager of the three corporations in Roanoke Rapids as well as vice-president and a director of the Simmons Company, the owning corporation. Mr. Williams began his industrial career with Roanoke Mills Co. No. 2 on January 19, 1919, as an apprentice at $18.00 a week. He was then 24 years old. After proving his worth, he moved up through the ranks as assistant superintendent, general superintendent, assistant manager and in 1934 was elected vice-president of the Roanoke Mills Co., the title of manager was added in 1935 and in 1947 he became president, treasurer and manager. At the same time he was elected to the same positions with the Patterson Mills Co. In 1949 he was elected president of the Rosemary Mfg. Co. and in 1951 the title of treasurer was added. In 1949, also, he was elected vice-president and a director of the parent Simmons Company.

Alfred Terrell, New York, general manager of the Simmons Company, was president of Roanoke Mills and Patterson Mills and vice-president of Rosemary Mills for a 12-year period from 1935 to 1947.

Roanoke Mills Co.

Roanoke Mills Co., incorporated in 1895, completed mill No. 1 in 1897. The plant employed about 225 workers and operated 12,096 spindles and 320 looms. Original production was towels and flannels. Towel making was discontinued after a few years and the mill produced fancy outing flannels and shirting flannels. In 1949 the plant began producing ticking materials. Plant No. 2 was built in 1917-18 and equipped with 25,200 spindles, producing yarns for automobile fabrics. In 1920, 700 looms were installed to produce fancy flannels. In 1929-30 Plant No. 2 converted its equipment for the production of tickings and upholstery fabrics for the Simmons Company and the general trade. These plants now dye, bleach, finish and sanforize outing flannels, shirting flannels, upholstery fabrics and tickings.

During the first 30 years of its operation Roanoke Mills No. 1 utilized the swift running water of Roanoke River for power. In 1927 because water failed frequently, electric equipment was installed. Several floods wrought considerable damage to this plant. In 1912 water was 18 inches deep on the floor and parts of the plant were rebuilt. In the disastrous flood which reached its crest August 18, 1940, water was 11 feet above the first floor. Through hectic work as the waters rose 2,758,000 yards of cloth were saved and many yards went down the river. The four-story building then settled four feet. By valiant work the building was jacked up to its original level, the first floor rebuilt and work was resumed within six weeks. Damage to the plant alone amounted to $275,000. Recent completion of the John H. Kerr dam at Buggs Island has eliminated the dread of high water.

Through various expansions and extensions the Roanoke Mills now contain 517,000 square feet of factory space. The plant employs about 1525 workers and annual plant wages amount to around $3,120,000. During the past 12 years the company has spent $4,300,000 in installing new and modern equipment making this one of the up-to-date textile plants. The corporation is capitalized at $2,603,000, $1,800,000 in common and $803,000 in preferred stock.

Founders of Roanoke Mills Co. included W. S.

Parker, Henderson, who continued as president until 1929; Thomas L. Emry, Weldon, vice-president, and S. F. Patterson, treasurer and general manager until his death in 1926.

Present officers in addition to Mr. Williams, president, treasurer and manager, are G. A. Berkstresser, vice-president; W. L. Medlin, secretary and assistant to the president; J. W. Sears and D. E. Bennett, assistant managers; A. E. Akers, division controller, and W. G. Collier, assistant secretary.

Rosemary Manufacturing Co.

Rosemary Manufacturing Co., incorporated in 1900 by S. F. Patterson and others, was headed by W. L. Manning from Henderson as president and general manager from 1926 until he retired in 1949. This mill produces damasks, napkins, upholsteries and tickings, performing the dyeing, bleaching and finishing processes. The second unit of the mill was erected in 1901 and the third in 1913. These plants produce Jacquard table damasks, fancy tickings and screen printed damasks.

In fact this plant is credited with being the largest Jacquard mill in the world. The combined units have factory space of 585,000 square feet and produces 8,500,000 yards of fabrics annually, using 11,000 bales of cotton. The plant employs about 1175 workers and has an annual payroll of around $2,453,000. Capital stock is $1,295,000.

Officers serving with Mr. Williams, president and treasurer, are G. A. Berkstresser, vice-president and manager; J. E. McGee, vice-president and assistant manager; W. L. Medlin, secretary and assistant to the president; Russell Buxton, assistant secretary, and A. E. Akers, division controller.

Patterson Mills Co.

Patterson Mills Co., incorporated in 1909 and completed in 1910, was organized by S. F. Patterson and associates and started production with about 275 workers. It is now engaged in manufacturing sheeting and dobby grey goods and produces annually about 31,000,000 yards of these fabrics. The plant now employs approximately 600 workers, has an annual payroll of about $1,500,000 and has factory space of 235,000 square feet.

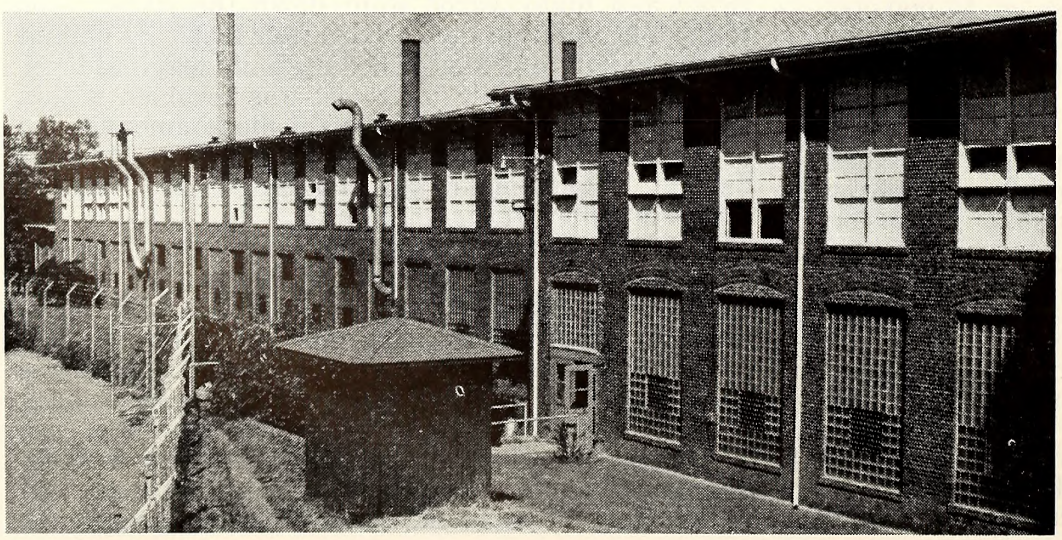
During the 1947-48 period approximately $2,200,000 was spent in enlarging, modernizing and converting the plant into a grey goods mill. This is one of the most modern plants in the State. J. A. Moore was president and general manager for 19 years or until 1929. Present capitalization is $2,030,000.

Present officers along with Mr. Williams, president, treasurer and manager, are G. A. Berkstresser, vice-president; W. L. Medlin, secretary and assistant to the president; A. E. Akers, division controller, and G. E. Nethercutt, assistant secretary.

American & Efird Mills Big Combed-Carded Yarn Producer

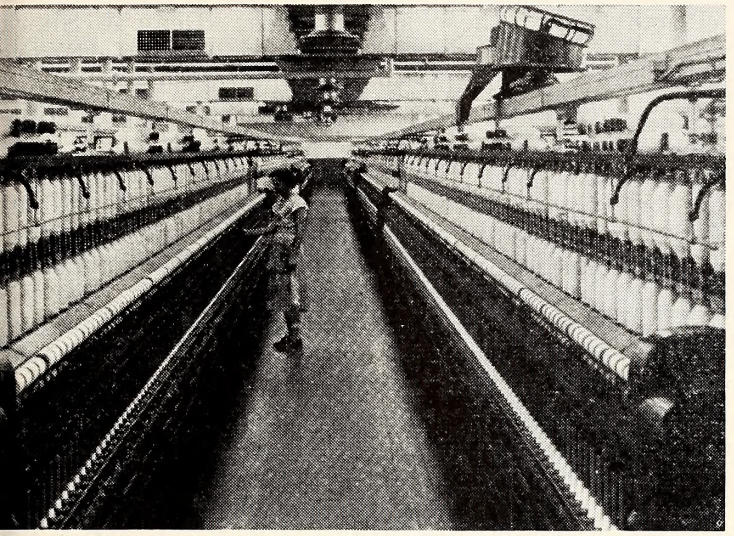
American & Efird Mills, Inc., Mount Holly, is an infant monster brought into existence a few months ago through a merger of two older and larger corporations, American Yarn & Processing Co. of Mount Holly and Efird Manufacturing Co. of Albemarle. This merger, completed May 30, this year, resulted in a $13,000,000 corporation, operating 144,000 spindles, thus making it one of the largest producers of combed and carded yarns in the entire nation. Predecessors in the new organization had their beginning before the turn of the century and products of the American Yarn & Processing Co., largely in Gaston County, help to make its county seat, Gastonia, "the capital of the combed yarn industry in America."

American Processing Plant of American & Efird Mills, Mount Holly.



However, the merger itself was the culmination of a movement started in 1947 when American Yarn acquired controlling interest in the Efird Mfg. Co. Since that time production of all American Yarn and most of its subsidiaries, including Efird, has been sold by the American Yarn & Processing Co. sales organization which maintains sales offices in New York, Chicago, Philadelphia, Providence, Chattanooga and High Point. Plans for the merger were made several months ago by the directors of both of the component parts of the new corporation. Stockholders of the organizations met and adopted the proposal, Efird stockholders in Albemarle May 26 and American Yarn stockholders in Mount Holly May 28. A. K. Winget, president of the Efird organization, became chairman of the board of the new corporation and R. S. Dickson, president and chairman of the board of American Yarn, became president of the new corporation. Directors of both the earlier corporations became directors of the new organization and officers of both groups will continue until the next annual meeting.

Through this merger American & Efird Mills, Inc., becomes the owner and operator of 14



One of the modern spinning rooms of American & Efird Mills, Mount Holly.

spinning mills, including subsidiaries, and a mercernizing plant, all of which, except two, are located in Mount Holly or Gaston County. These mills have combined employment of approximately 3,000 workers. Spinning capacity alone of merged plants is approximately 30,000,000 pounds annually of high quality combed and carded yarns made from cotton, wool and synthetics with combinations of these materials.

American & Efird Mills has a combined capital and surplus of $13,000,000 with an annual sales volume of between $40,000,000 and $50,000,000. All plants of the company are classed as modern and efficient and manufacture a range in counts of all types of yarns from 7s to 100s, both single and ply, in addition to mercerized yarns.

The annual report for 1951, excluding minority interests, shows that the combined plants produced revenues reaching approximately $40,000,000 from all products. The company spent some more than $33,000,000 for goods and services in producing this revenue. Federal and state income taxes amounted to $1,645,000, leaving net earnings for the year of slightly more than $1,463,000. Dividends on preferred stock amounted to $60,000 and earnings per share after preferred dividends amounted to $3.51. Dividends paid on common shares reached $399,887 while earnings retained for debt retirement and used in business amounted to $1,003,256.

Among the yarns produced by this company from cotton are combed and carded, thread and Durene and from synthetics, nylon, rayon, orlon and dacron. Uses of fabrics produced from these yarns include the following: parachute cord and uniform fabrics; industrial sewing threads, both cotton and synthetic; material for Armed Forces uniforms; fabrics for sport shirts and blouses; worsteds and cottons for sweaters and knit goods; Durene for underwear and other garments and for fancy hosiery.

Efird Mfg. Co., Albemarle, was founded and incorporated in 1896 by John S. Efird and was regarded as one of the pioneer cotton mills in that area. Starting with only 3,000 spindles the company has expanded through the years and now embraces five mills operating 54,000 spindles engaged in the manufacture and sale of combed yarns, ranging in counts from 7s to 50s and carded yarns from 7s to 30s. Controlling interests in the Efird firm was acquired by American Yarn in 1947.

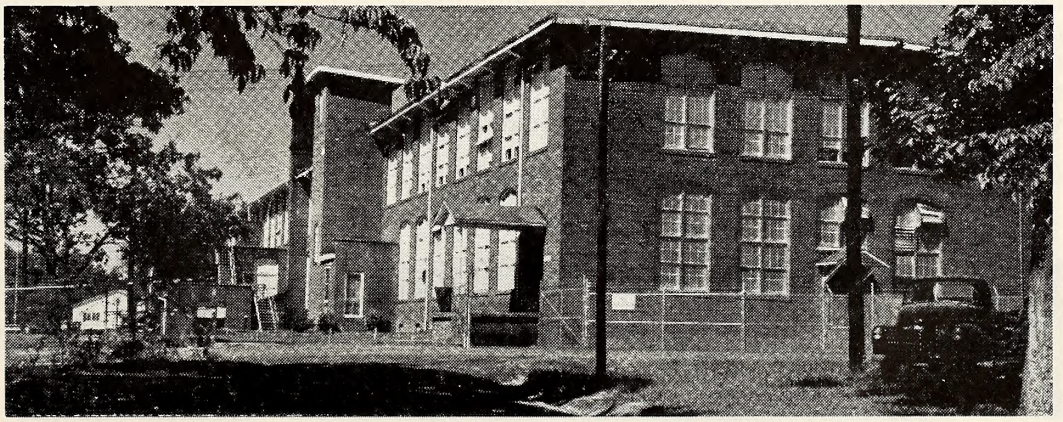
American Yarn & Processing Co., larger of the units in the merger, was founded in 1920 by C. E. Hutchinson and I. C. Lowe as a result of a consolidation of Nims Manufacturing Co,, Woodlawn Manufacturing Co., Adrian Manufacturing Co., Alsace Manufacturing Co., and American Processing Co., all of Mount Holly, and Union Cotton Mills of Maiden. The Nims Mfg. Co. was one of the oldest cotton mills in Gaston County, having been organized in 1891. It is now the completely remodeled and re-equipped "Rush Plant" of the organization.

Rush S. Dickson and associates purchased control of American Yarn & Processing Co. from the Hutchinson-Lowe interests in September, 1942, and immediately began an expansion and diversification of products as well as a program of modernizing and enlargement. At that time the organization was 22 years old but some of the predecessor firms and plants dated back to and beyond the turn of the century.

Included in the expansion program was the purchase in 1943 of the outstanding capital stock of Dean & Sherk Co., Inc., a plant in Lawrenceburg, Kentucky, which manufactures and finishes commercial thread; purchase of the Nelson plants at Lenoir in 1944, and the Dixon plant at Gastonia in 1945. Also late in 1945 Holly-Knit, Inc., was organized in Mount Holly and modern tricot, as well as circular knitting machines, were purchased and placed in operation. In the next year the dyeing and finishing plant of Holly-Knit, Inc., was open. This division was of sufficient size to accommodate not only the production of the knitting plant but also serves as a commercial dyeing and finishing operation for the production from various tricot and circular plants throughout the southeastern territory.

Spun Fibers, Inc., Lenoir, was organized and new modern machinery was installed in 1946 for the manufacture of worsted and synthetic yarns for the knitting and weaving trade. This subsidiary is well established and has its own independent sales organization with headquarters in New York City. Although comparatively new at the time for the south-

Adrian Plant, Mount Holly, of American & Efird Mills.



eastern area, this operation had proven eminently successful under the management of executives, some of whom are also officials in American Yarn & Processing Co.

American Yarn in 1944 established a personnel department in Mount Holly which now serves the eight plants located there and also extends to the other units with safety, industrial first aid, foremen's training, and employee and community relations, including the publication of the employees' own paper, "News and Views". During the past year the hospitalization and insurance program has been improved and expanded entirely at the expense of the company. In the last four years the company has added a quality control testing laboratory, Industrial Engineering Department, Methods and Standards Department and a Waste Control Department, all with the aim of extending quality control over all production.

The merger recently completed, brought about in the interests of stockholders, employees and the trade, was designed to take advantage of mass production and a division of processes to allow streamlining of operations. It was designed to permit operation economies, extension of quality control and standards, to cover all plants and to provide more extensive inter-plant use of manufactured products.

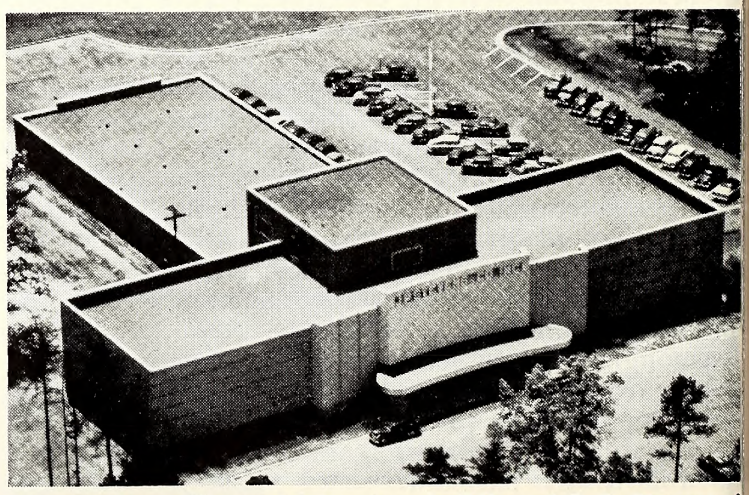
In addition to the original plants at Mount Holly, including Adrian, Madora, Woodlawn and Rush plants and the Union plant at Maiden, all spinning plants, and the American Mercerizing plant at Mount Holly, the merger includes the five Efird plants at Albemarle and these subsidiaries: Dean & Sherk Co., Inc., Lawrenceburg, Kentucky, manufacturers and finishers of commercial sewing threads, both cotton and synthetic; Holly-Knit, Inc., Mt. Holly, knitting, dyeing and finishing of warp and circular knitted fabrics; Spun Fibers, Inc., Lenoir, spinners of quality worsted yarns; Fiber Products, Inc., Mount Holly, spinning and weaving worsted and synthetic yarns; Guild Mills Corp., Mount Holly, converting woven fabrics, worsteds and synthetics, and the Wilson Sales Corp., cotton shippers and merchants.

When the American Yarn & Processing Co. was purchased in 1942 by R. S. Dickson and associates, Mr. Dickson was elected president and has since directed the operations of this large textile organization. He was also named a chairman of the board. With the completion of the merger A. K. Winget, Albemarle, who had headed the Efird corporation for many years, was elected chairman of the board of the new American & Efird Mills, Inc., and Mr. Dickson was elected president of the new firm.

Other officers of the merged firm include W. H. Suttenfield, Charlotte, vice-president and sales manager; A. W. Bell, Mount Holly, vice-president and general manager of manufacturing; William S. Montgomery, Philadelphia, and T. Jackson Davis, Mount Holly, assistant vice-presidents and sales representatives; Lewis E. Chittum, Mount Holly, treasurer; Frank H. McKinney, secretary and assistant treasurer; Miss E. Rozella Abernethy, Mount Holly, and D. A. Bruton, Albemarle, assistant secretaries and assistant treasurers, and James H. Martin, Jr., general superintendent.

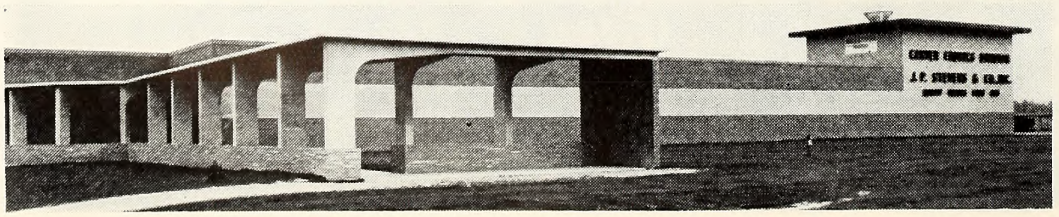
J. P. Stevens Large-Diversified Manufacturer of Fine Fabrics

J. P. Stevens & Co., Inc., with executive and sales offices, Broadway at 41st Street, New York City, and with regional administrative offices in Greensboro, Greenville, S. C., North Andover, Massachusetts, Milledgeville, Georgia, and Philadelphia, Pennsylvania, is one of the largest and most diversified manufacturers of textiles in the United States. In its 38 textile plants in seven states, including seven in North Carolina, the Stevens firm today produces a wide variety of wool, cotton, rayon, and other synthetic fabrics including cotton goods for clothing of all kinds—shirts, dresses, work clothes and special fabrics for the upholstery and industrial trades; woolens and worsteds, ranging from lightweight fancy suitings to heavy overcoatings, rayon and wool blended fabrics for sportswear and popular priced garments, and materials for automobile upholstery; filament and spun rayon, Nylon and Orlon woven into fabrics for women's dresses, underwear, men's and women's suitings and a variety of industrial uses.



Ultra-modern office and laboratory building of J. P. Stevens & Co., Carter Fabrics Division, on landscaped site just within city limits of Greensboro.

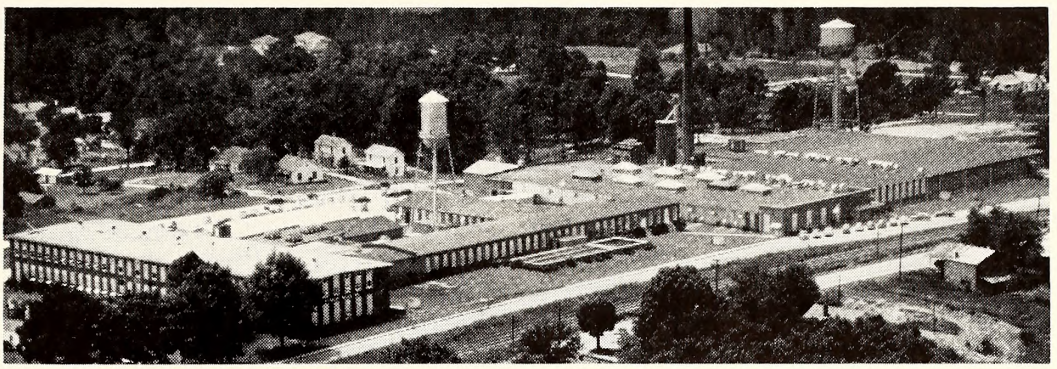
Recently constructed and thoroughly modern plant of Carter Fabrics Division of J. P. Stevens at Wallace.



The introduction of the newer synthetic fibers, Nylon, Orlon, Dacron, Acrilan and Fiberglas and others has presented a challenge to technical and styling ingenuity. There are possibilities yet unrealized for blending different types of fibers and creating new fabrics for new uses.

The products of the Company are distributed through its sales

offices in New York City and branch sales offices throughout the country to more than 7,000 customers, including garment manufacturers of all kinds, industrial companies, converters, jobbers, mail order houses, chain stores, retailers and the United States Government. Foreign markets in 40 countries are reached through the Export Department.



Plants No. 1 & 2 of Stanley Mills Division of J. P. Stevens & Co. at Stanley, Gaston County.

The North Carolina plants, under the administration of the Carter Operating Group, consist of plants in the following North Carolina cities: Carter Fabrics Division, Greensboro; Cleveland Cloth Mills Division, Shelby; Stanley Mills Division—Plants No. 1 and No. 2, Stanley; Ragan Spinning Division at Gastonia, and Stevens' new plant, the Carter Fabrics Division, Wallace. Principal administrative offices of the Carter Operating Group, which manages 11 mills in this and adjoining states, are located in Greensboro. Other plants managed by the Carter Group for the Stevens organization include the Carter Fabrics Division at South Boston, Va., the Slater Manufacturing Co. Division at Slater, S. C., and the Republic Cotton Mills Division—Plants No. 1, No. 2, and No. 3 at Great Falls, S. C.

The North Carolina plants produce rayon fabrics, rayon and nylon fabrics, rayon and wool yarns. Hannah-Pickett Worsted Mills at Rockingham, manufacturing worsted fabrics, is operated by the Company's M. T. Stevens Southern Division. The seven plants in North Carolina employ approximately 3,000 workers. All of these seven plants were acquired by purchase or through consolidation, except the new, thoroughly modern plant constructed at Wallace, which started production late in 1951.

In addition the Stevens Company acts as agent for the selling of textiles for a number of independent mills including the following North Carolina companies: Brown Manufacturing Co., Concord; Highland Park Manufacturing Co., Charlotte; Marion Manufacturing Co., Marion, and Gambrill & Melville Mills Co., Bessemer City.

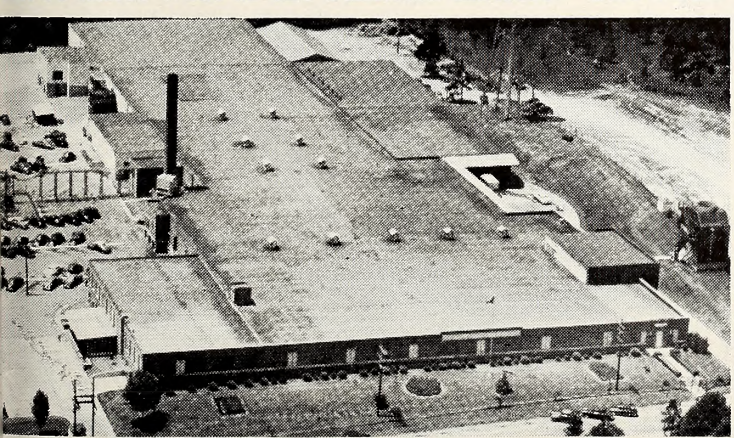
The Carter Fabrics Operating Group executive offices are located in one of the newest textile mill offices in the South, and was opened by J. P. Stevens & Co., Inc. in February, 1951. It is located in the city limits of Greensboro on U. S. Highway 421, three miles west of the business district. The structure is a gem of modern windowless building design. The exterior is cream colored pressed brick trimmed with Mo-sai stone and Crab Orchard Tennessee native stone. Housed in the new building are offices of W. J. Carter, executive vice-president and director of purchases of synthetic yarns and supplies for the Stevens firm; and executive offices of the Operating Group which bears his name and manages 11 Stevens mills. In addition, the building contains the manufacturing control laboratory for the Group purchasing department for supplies used by all Southern mills in the Stevens chain, group accounting department, synthetic yarn purchasing department for all Stevens mills; dye testing laboratory for Stevens; manufacturing control offices, cost department, engineering office, public and industrial relations, and communications.

The building is situated on a wooded site of 21 acres overlooking the country side and the famous Starmount Country Club Golf Course. A visitor has the feeling of approaching a busy country estate when driving up the side road leading to the entrance.

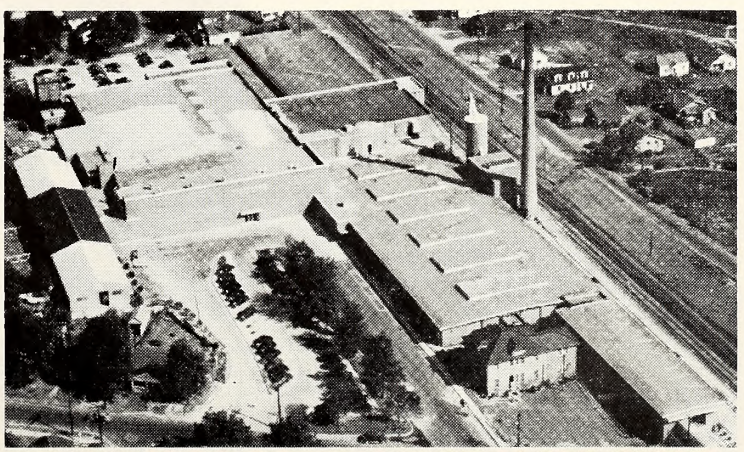
While many mills of Stevens are windowless, this is the first completely windowless office building. The absence of windows affords a perfectly flexible interior partition arrangement.

The air conditioning and heating system is unique. There is no boiler and no smoke stack. Heat in the winter is provided by a heat pump system whereby heat is taken from water from deep wells in a reverse refrigeration cycle. In the summer the cooling is provided from the same wells; the water is returned to the earth so as to insure a steady dependable supply.

The layout, the design, and the selection of mate-



Carter Fabrics Division Plant of J. P. Stevens in Greensboro.

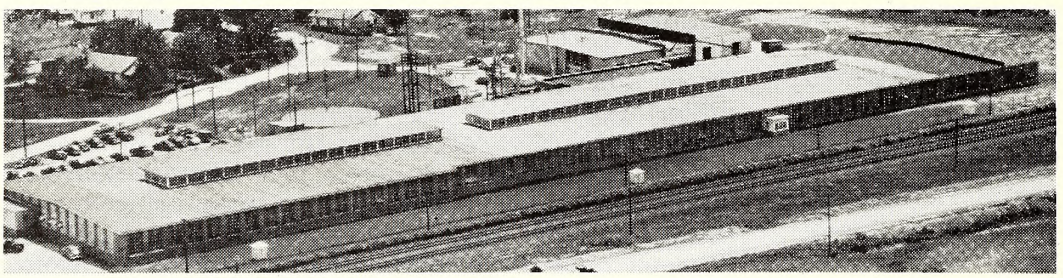


Cleveland Cloth Mill Division of J. P. Stevens at Shelby.

rials have combined to give Stevens a very efficient place in which to carry on administrative operations in connection with the Carter Operating Group of the company.

Principal officers of J. P. Stevens & Co., Inc. include Robert T. Stevens, chairman of the board, and John P. Stevens, Jr., president, both of South Plainfield, New Jersey. Wilbert J. Carter, Greensboro, N. C., founder and former head of the earlier Carter Fabrics Corporation, is executive vice-president and director of purchases of all synthetic yarns and fibers for the entire Stevens organization, and directs operations of the 11 plants comprising the Carter Operating Group. His brother, Harry C. Carter, is also a director and a vice-president of the Stevens Company, and general manager of the Carter Operating Group. Norman A. Cocke, Charlotte, is a director of the corporation.

Ragan Spinning Division of J. P. Stevens in Gastonia.



Associated with the Carter brothers in the Greensboro administrative headquarters, and residents of Greensboro, are J. A. Lybrand, Jr., a vice-president and manager of the purchasing department for synthetic yarns and fibers; and J. A. White, a vice-president and assistant general manager of the Carter Operating Group.

Thousands of North Carolinians are offered frequent opportunities at scheduled "Open House" programs to visit the mills of the company. At such visitations one becomes acquainted with not only the Stevens manufacturing processes done by its employees who have the best working tools and pleasant working conditions, but one is impressed by the company's practice of sound human relations. Stevens officials and management are proud in saying, "Our organization is a living testimonial to the more than 27,000 men and women who operate its plants, machines, and offices, thus contributing to the progress of America."

On its record, North Carolinians may look with pride for Stevens to strive by means of deeds to continue to be a textile business operating in North Carolina as an organization of character which serves the public interest.

N. C. Finishing One of World's Large Commission Finishers

North Carolina Finishing Co., Salisbury, was organized in 1916 as the Yadkin Finishing Co. The controlling interest was purchased in 1920 by the Erlanger family who planned to use its limited facilities for bleaching pajama checks for the then very popular BVD union suits. The name was changed in 1921 to North Carolina Finishing Co. Today the company has no affiliation with any garment manufacturing company. It has become one of the largest commission finishing plants in the world.

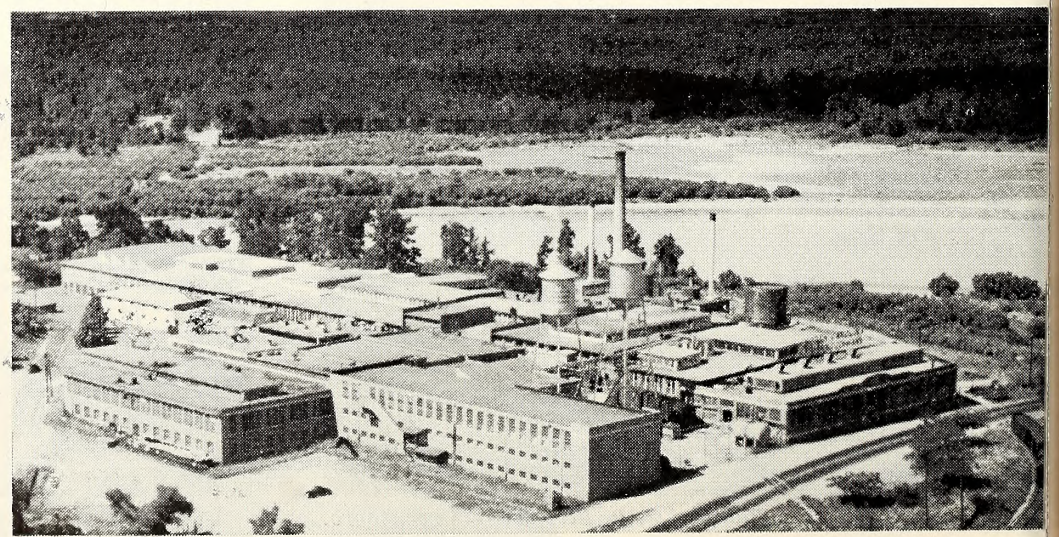
The finishing plant is located on a 235 acre tract of land six miles north of Salisbury on Highway 29 and the Yadkin River. The initial employment of less than 100 workers has increased to more than 1100 with an annual payroll in excess of $3,500,000. The plant consists of approximately 400,000 square feet of floor space or the equivalent of about 9 acres. It is the largest manufacturing plant in Rowan County in size and number of employees.

North Carolina Finishing Co. bleaches, dyes, and finishes cotton and man-made fiber fabrics for converters, distributors and manufacturers. Approximately 15,000 dozen sheets and pillow cases are manufactured weekly. Annual production is approximately 125 million yards of cloth. The products are shipped to all sections of this country and many foreign countries. A wide variety of fabrics are processed, including broadcloths, balloon cloths, drills, twills, jeans, oxfords, gabardines, sheetings, lawns, ginghams, print cloths, poplins, chambrays, satins, sateens and crepes used by all types of garment manufacturers, over-the-counter and mail order trade. The company was the first organization in Rowan County to receive the Army-Navy "E" award during World War II and now processes large quantities of goods on Government contracts for the armed forces.

Sales offices are located in New York at 93 Worth Street, Gordon Coles, agent cottons and 1450 Broadway, George L. Marshall, agent rayons.

Officers of North Carolina Finishing Co. are Julian Robertson, president; Jack C. Childers, vice

North Carolina Finishing Co. plant in beautiful setting on banks of Yadkin River, a few miles from Salisbury.



president; James H. Riddle, vice-president and general manager; Edward T. Taylor, secretary and treasurer.

Alexander Mills Division, Forest City, was established in 1917 as Alexander Manufacturing Co. It was merged with North Carolina Finishing Co. in 1950. The mill produces wide sheetings for manufacture into sheets and pillow cases at the finishing plant. Alexander Mills Division employs over 350 people with an annual payroll of aprpoximately $1,000,000. Alexander sheets and pillow cases, bleached, dyed, flat and fitted are sold by Cone Mills, Inc., New York.

North Carolina Finishing Co. is constantly developing new and improved processes for dyeing and finishing cloth made of cotton and the newer man-made fibers. Fabrics containing dacron, dynel, fiber V, Fortisan, nylon and orlon are being successfully finished and a substantial part of the current production consists of goods in the latest crease resistant, embossed, spot repellant and stabilized finishes.

Firestone One of World's Largest Unit Textile Plants

Firestone Textiles, Gastonia, a division of the Firestone Tire & Rubber Co., Akron, Ohio, one of the largest textile plants under one roof in the world, was acquired April 2, 1935, from Manville-Jenckes Co. After completing the rearrangement of machinery to improve product flow, production was begun in June, 1935. During the period ending October 31, 1935, production totaled 3,159,368 pounds. This is about three weeks' production today. Clock employees enrolled as of October 31, 1935, number 1361.

In 1938 Firestone Textiles started producing rayon fabrics experimentally and by 1941 rayon tires were being produced by the tire industry on a large scale. Effects of World War II and the result of critical shortage of rubber, required a reduction in the production of tire fabrics. At that time Firestone Textiles began the production of yarns and during the year 1942 sold 5,000,000 pounds of yarn for Army tent duck, producing about 500,000 pounds of fabric for the Army. As a result of Firestone activities, the firm was awarded the first of several "E" awards for efficiency in the production of Army and Navy materials. Because of the shift to rayon and other synthetic fabrics, the name Firestone Cotton Mills, Inc., was changed to Firestone Textiles, Inc., in 1944 to reflect more accurately the products of the plant. In 1950 the corporate name was discontinued and Firestone Textiles, a division of the parent company, was adopted.

After the war ended, the plant carried through a large program of improvement, enlargement and installation of new equipment, making Firestone Textiles one of the most complete and modern textile plants in the nation.

Important among post-war improvements was the installation of fluorescent lighting throughout the plant at a cost of $200,000. The 4,525 fluorescent units installed boosted average lighting from six foot-candle to 22 foot-candle in all departments except weaving where the average is 34 foot-candle. By providing employees with better lighting to do their jobs, the company improved its products, reduced accidents and increased production. Equally important is the improvement in the health of employees resulting from the elimination of all eye strain.

Another important post-war change was the installation of controlled conditioning equipment in the Rayon Weaving Department. With this equipment it is possible to maintain atmospheric conditions and room temperature within very close tolerances. This conditioning is necessary for the best processing of rayon and is beneficial to the workers in that department as well.

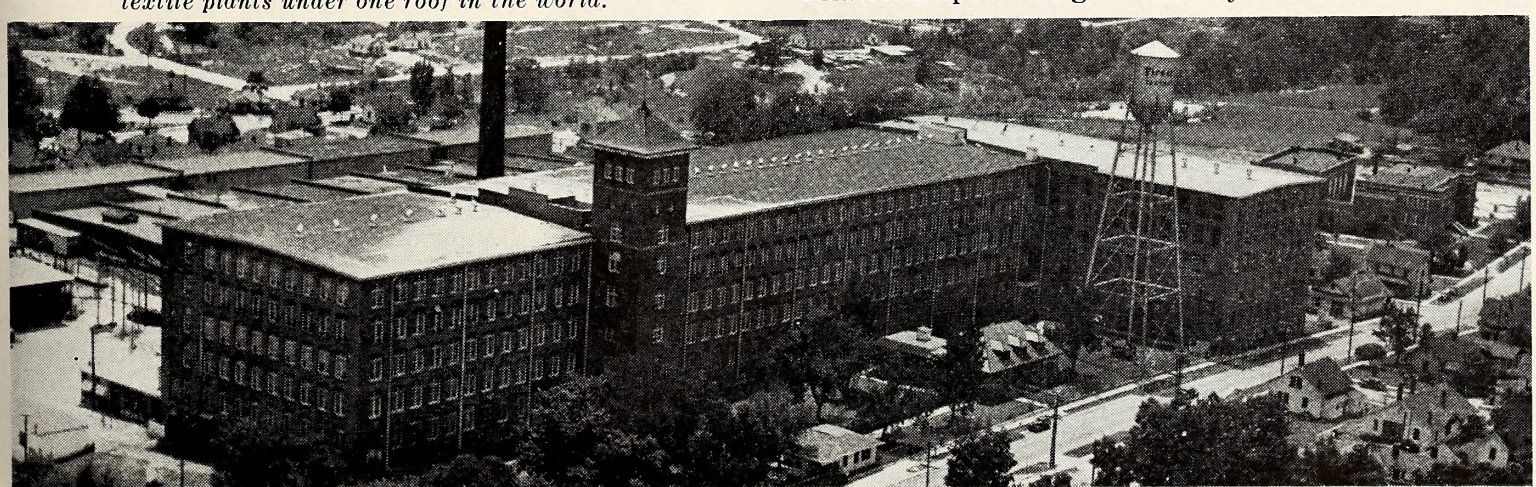
Recently the company completed an office extension which increased working space by 75 per cent.

The plant is engaged in carding, spinning, spooling, twisting and weaving cotton, rayon and nylon tire cord for the parent Firestone organization and also produces carded yarns and woven fabrics for the general trade. Firestone Textiles employs approximately 2250 workers who operate the 123,076 spinning and twisting spindles and 349 looms in the plant. The annual payroll is in excess of $6,500,000.

W. A. Karl, Akron, Ohio, is president of Firestone Textiles and has charge of all textile operations for The Firestone Tire and Rubber Company and Harold Mercer, Gastonia, is general manager of the plant.

Firestone Textiles maintains splendid employee relationships through its many benefits and recrea-

Home of Firestone Textiles in Gastonia, one of the largest textile plants under one roof in the world.



tional activities. In 1940 the first Firestone village houses were sold to the employees. This step was halted during the war period but was resumed in 1949 and practically completed in 1950.

Safety of the individual employee is and has always been a prime consideration at all Firestone plants. The Gastonia plant holds numerous safety recognitions dating from 1941, in which year Firestone Textiles established a world record in the textile industry for having operated 9,217,145 manhours without a lost time accident. The plant has received the Certificate of Achievement in Safety from the North Carolina Department of Labor for five consecutive years. Moreover this plant shares with the entire Firestone Organization the "Award of Honor" of the National Safety Council won this year for the sixth time in seven years.

The plan of providing vacation with pay for employees was inaugurated in 1942. Under this plan each clock employee receives vacations and benefits as follows: After working one year, he is granted one vacation week each year with vacation pay amounting to two per cent of his gross earnings for the preceding year. After working five years the vacation is two weeks each year with four per cent of gross earnings of each preceding year going into the vacation pay envelope, and after 15 years he is granted the maximum of three weeks vacation with six per cent of gross yearly earnings for vacation pay.

Generous policies for complete group insurance coverage have been developed at low cost to the employee. These include life insurance, accidental death and dismemberment insurance, accident and sickness weekly benefits, hospitalization and surgical expense benefits. As an example of how the insurance program works: If an employee earning $2625.00 per annum is prevented from working because of non-occupational accident or illness, he will be paid (assuming he subscribes to this insurance program) $26.60 per week up to 26 weeks should the disability continue that long. The employee, in the example cited, would also be insured for $3500.00 life insurance and $3500.00 accidental death and dismemberment insurance. The life insurance benefit would be paid even if death resulted from the hazards of his employment. In addition, this insurance program provides scheduled surgical expense benefits up to a maximum of $200.00 for any one surgical procedure. Hospital expense benefits, except for maternity cases, are also provided up to a maximum of $10.00 per day for hospital room and board plus $100.00 for other special hospital charges. The total benefits paid for any one confinement would be $410.00. Hospital maternity benefits are limited to $10.00 per day for room and board for 14 days plus $50.00 for special charges. The hospital and surgical expense benefits are also available to eligible dependents of employees.

From this description of the group insurance program, it will be seen that the group insurance plan was designed to provide continuous protection for employees. Workmen's compensation insurance protects employees from the hazards of their employment and the group insurance program protects them from hazards not related to their employment. It should be noted, however, that the life insurance benefit is payable regardless of whether death occurs from occupational or non-occupational causes.

The Non-Contributory Pension Plan is the most recent employee benefit adopted by the Company. Under this program all employees retire at the age of 65. Those having worked 25 years or more are entitled to a minimum of $100.00 a month including Social Security payments.

Organized recreation is carried on extensively, Firestone Textiles having developed many local and sectional winners in baseball, basketball, softball, bowling and other sports. In the year 1951 it is estimated that more than 50% of Firestone employees participated in some form of company sponsored recreation. An annual All-Sports Banquet has been held each year since 1936 in recognition of outstanding employees in this program. These banquets are the high light of the recreation year. They are well attended, well publicized, and are the occasions for bringing to Firestone many nationally known coaches and public speakers.

Boy scouts are organized among the sons of the employees and the company operates Camp Firestone with a lake and cottages for its workers. "Firestone News," a twice monthly publication, was started this year.—Rewritten by Firestone Public Relations Dept.

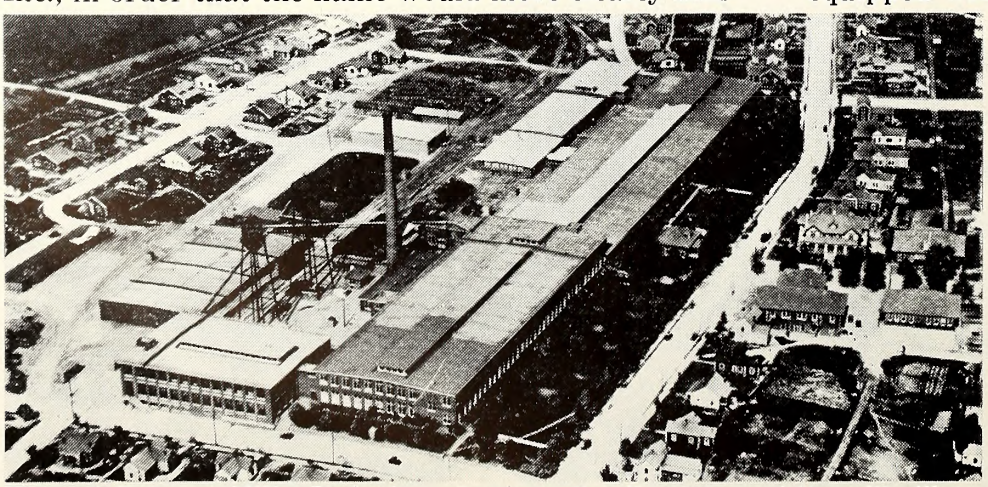
ERLANGER PRODUCES FINE DRESS, SUIT FABRICS FROM NEW FIBERS

Erlanger Mills, Inc., Lexington, was established in 1914 by Charles and Abraham Erlanger as the Erlanger Cotton Mills Co. for the purpose of manufacturing cotton cloth for B.V.D. underwear. The shift from B.V.D. materials started in the middle 1920s to keep pace with a distinct change in the styling of men's underwear.

Erlanger gradually shifted to production of fancy cotton fabrics designed principally for shirting and dress materials. In 1935 the management sensed the possibilities of synthetic fibers and started experimental production with these new fibers. By 1940 the production of synthetics had grown to such an extent that the name was changed to Erlanger Mills, Inc., in order that the name would more clearly indicate the diversification of products. The company now produces a wide variety of highly styled fabrics from rayon, acetate, nylon, orlon, and dacron. Experiments are being conducted with still more new fibers which are expected to produce revolutionary effects in garments of the future.

Annual production of Erlanger's 30,000,000 yards of fabrics goes into suits, dresses and underwear for women as well as suits, slacks, sport jackets and sport shirts for men. These fabrics are sold to leading fabric convertors who use quality merchandise in extra style appeal by J. W. Valentine Co., Inc., at 40 Worth Street, New York.

Approximately 1,000 people are employed at Erlanger which has an annual payroll in excess of $2,500,000. The plant occupies more than 325,000 square feet of floor space, is air-conditioned and is equipped with the latest modern machinery for the production of quality fabrics. Erlanger Village contains 321 neat, comfortable residences for employees.



View of Erlanger Mills, Lexington, showing attractive homes of the mill village.

The company operates a well-rounded recreational program for employees, including a recreational building, kindergarten, swimming pool and a large, well-equipped playground. Erlanger officers and employees are active in all civic, religious, educational and cultural affairs of Lexington.

Erlanger officers include Julian Robertson, president; Smith Crow, vice-president in charge of manufacturing; E. P. Cofield, vice-president in charge of sales; Jack Childers, treasurer; G. S. Hartzog, secretary.

WOOLENS, ANCIENT FABRICS, INCREASING RAPIDLY IN NORTH CAROLINA:

Chatham, World's Largest Unit Woolen Mill, Blanket Leader

Chatham Manufacturing Co., Elkin, now considered the largest single woolen mill in one unit, had its beginning with the installation of one carding machine in a little grist mill to prepare wool for the spinning wheel a few years after the War Between the States. However, this beginning was closely related to what became known as the old pre-war Elkin Cotton Mill, a part of which still stands on the bank of the Big Elkin Creek and in which uniform cloth was made for Confederate soldiers. This mill was operated by Richard Gwyn.

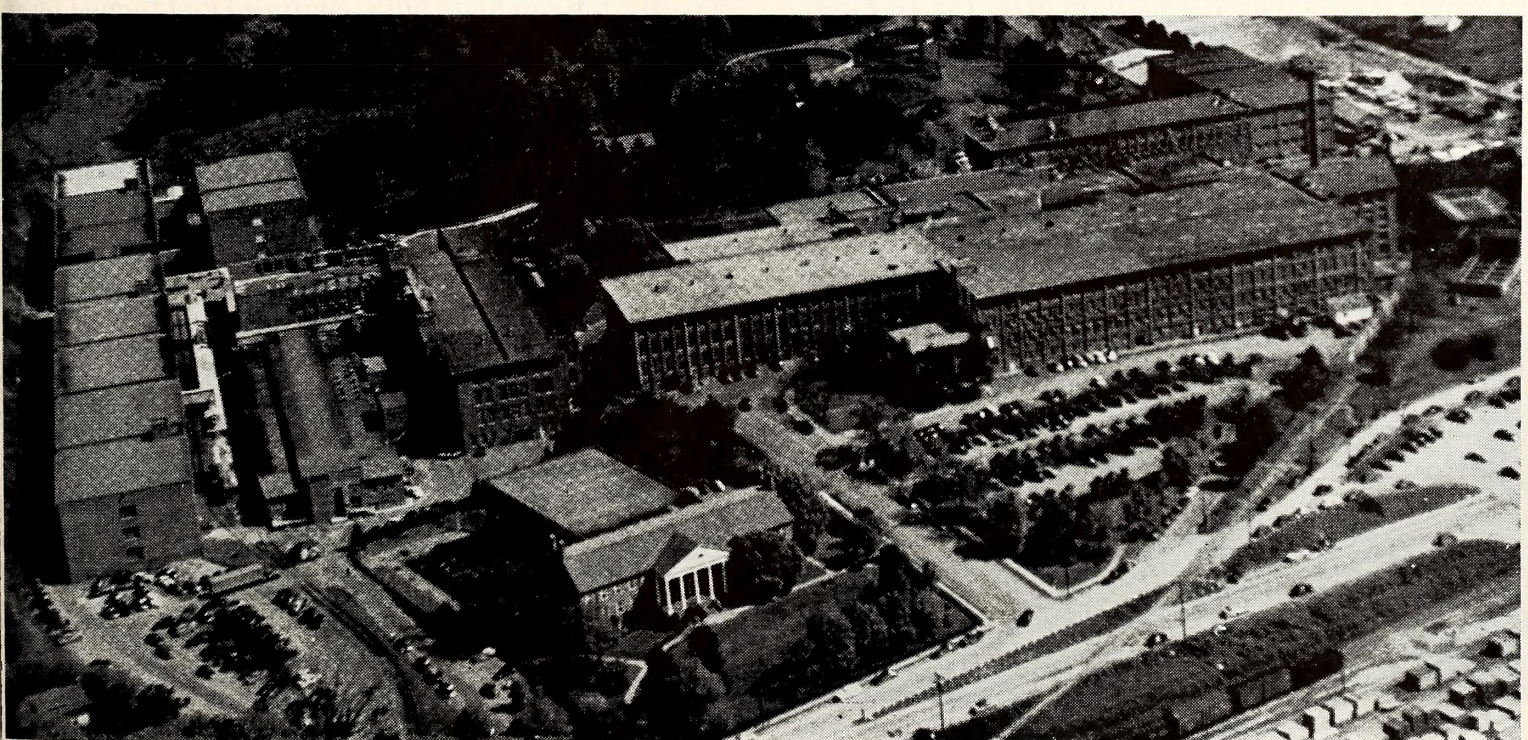
Alexander Chatham, native of Wilkes County and former officer in the Confederate Army, went to Elkin soon after the war ended and was employed as a clerk and assistant in the Elkin Cotton Mill. A year or two later Mr. Chatham married Mr. Gwyn's daughter and he and his brother-in-law, Thomas Lenoir Gwyn, erected a small store and grist mill on the same creek about a mile north of the old cotton mill site. Since most of the clothing in this area was carded, spun and woven on hand operated machines, these two young men decided to install a carding machine in their little mill. Later they installed a small power driven spinning machine and still later put in a few looms for weaving the cloth. This was the beginning of the Elkin Woolen Mill. Most of the work done in the beginning was custom weaving and on a toll basis. After a few years two sons of one of the owners, Hugh Gwyn Chatham and Richard M. Chatham, would haul wagon loads of blankets into the mountain area surrounding Elkin and trade them to the farmers for wool.

As this infant industry prospered the owners erected a larger building adjoining the grist mill and more machinery was purchased. The nearest railroad at the time was the North Carolina Railroad at Salisbury and it was necessary to haul the machinery as well as other supplies and materials from this point by wagon train. To install this machinery in the new plant and to instruct the workers in its operation Gilvin T. Roth, a young mechanical engineer with one of the machinery builders, was sent down from Philadelphia. Mr. Roth proved so efficient that he was employed as superintendent of the factory. Later he became vice-president of the company, continuing as such until his death in 1927. The Gilvin Roth YMCA, erected on the present Chatham Mfg. Co. site, was named in his honor.

Following the completion of the railroad to Elkin from Winston-Salem to North Wilkesboro in 1890, the Elkin Woolen Mills erected a new and larger plant along side the railroad and near the Chatham home place. New machinery was purchased and installed in the new modern brick buildings. About this time the interest of Thomas L. Gwyn was purchased by members of the Chatham family and the name of the firm was changed to Chatham Manufacturing Co. Hugh G. Chatham, eldest son of Alexander Chatham, then became president.

During the years this firm had been manufacturing blankets, flannels, cassimeres, jeans, knitting yarns and other items. Several of these woolen fabrics were continued, but a line of fine woolen blankets became the principal product. Within a few years, under the splendid management of Hugh Chatham, the company was finding new outlets and was shipping blankets to all parts of the country. A serious flood along the Yadkin River in 1898 damaged the building and machinery extensively but repairs were soon made and production was resumed. A branch factory was erected in Winston-Salem in 1907. After several years of operation, this plant was converted

Plant of the Chatham Mfg. Co., Elkin, famous for blankets, largest one unit woolen mill in the world.



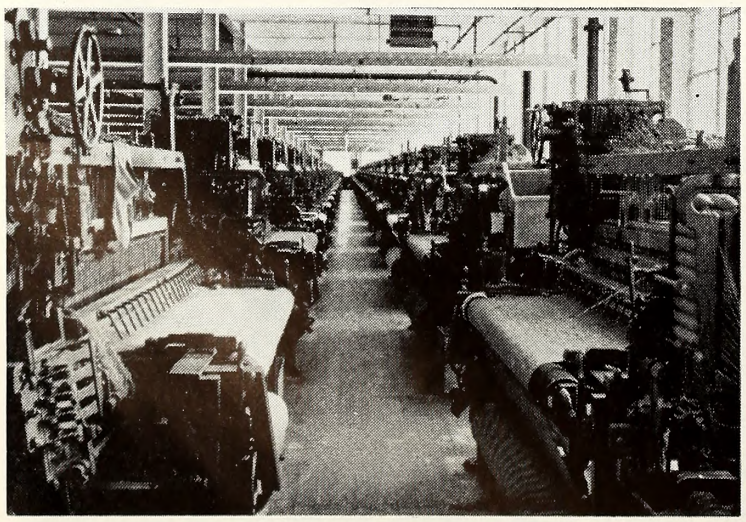
into a finishing plant for the Elkin mill. In 1940 the two plants were consolidated at Elkin where large buildings were erected to accommodate the manufacturing and finishing machinery along with new offices and large warehouses for storage.

Meanwhile in 1916 another and more serious flood in the Yadkin Valley almost destroyed the plant in the lowland. The plant was closed for several weeks while the buildings and machinery were being repaired. Still another flood in 1940 practically demolished the old plant near the river which was then being used as a storage warehouse and scouring plant. The main building of that plant was destroyed by fire a few weeks later.

Meanwhile in 1917 the original buildings at the present site were erected and the machinery moved to this higher location. Much new machinery was added and the business continued to expand.

Hugh Chatham, who had ably directed the business for more than 30 years through its expansion period, retired from active management in the mid-1920s and exercised only supervisory direction until his death in 1929. He was succeeded by his son, Thurmond Chatham, whose energy and ability resulted in greater expansion in both the capacity and variety of products. He enlarged the sales force and established the main sales office in New York City with branches in Chicago, Boston, San Francisco, Dallas and Atlanta. In 1944 Thurmond Chatham became chairman of the Board of Directors and was succeeded as president by Albert L. Butler, who had been with Chatham Mfg. Co. since 1914 and had been executive vice-president for several years. Recently Mr. Chatham was renominated for a third term as a Member of Congress from the Fifth North Carolina District. He served in World War I as an Ensign on the Battleship Mississippi and in World War II he was Lieutenant Commander on the Cruiser Phoenix, later promoted to Commander. His two sons, Hugh G. Chatham, II, and Richard Thurmond Chatham, Jr., are fourth generation members of the firm.

During World War II Chatham Mfg. Co. received one of the very first Army-Navy Awards for excellence in military production. In the war period the company received five separate awards for its performance under government contracts. Also during the World War II period the company produced more



Weave room of Chatham Mfg. Co.

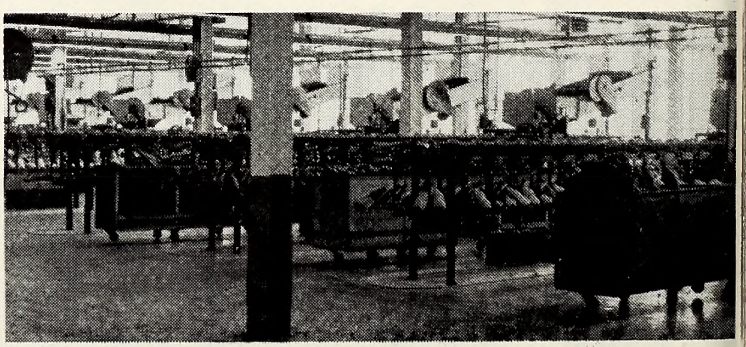


Card room of Chatham Mfg. Co.

than 10,000,000 blankets for the Army, Navy and Marine Corps. At present part of the Chatham plant is engaged in government production making blankets, woolen shirting and lining materials. Back during World War I Chatham produced hundreds of thousands of olive drab blankets for the U. S. Army and large numbers for the French Army.

As a partial basis for its recognition as the largest unit woolen manufacturing plant in the world, Chatham products have an annual dollar value ranging between $35,000,000 and $40,000,000. Chatham employs from 2500 to 3000 workers with an annual payroll ranging around $8,000,000. In recent years it has awarded a sizable bonus to its employees at Christmas time and July 4. A majority of employees come from Elkin and within the radius of about 15 miles, largely from Surry, Yadkin and Wilkes Counties. Buses operate on regular schedules hauling workers from home to the plant and back. For 15 years the plant has operated on a three shift basis and has been on a six-day work schedule. During the war, this schedule was increased to seven days.

Chatham has enjoyed through the years an unusually fine employer-employee relationship and is generous in the benefits provided the employees. Notably, the company built, equipped and turned over to the people of Elkin and surrounding area the Gilvin Roth YMCA, one of the finest and best equipped such buildings in the South—named for the long time general superintendent and vice-president of the company. This building, located on the mill site, contains a splendid gymnasium equipped with basketball courts, skating rink, stage, motion picture machines, folding bleachers for spectators at games, dances and other events; swimming pool, bowling alleys, locker rooms, showers, sandwich shop and grill, rooms for civic and other club meetings, Youth



Rewinding process in plant of Chatham Mfg. Co.

Center, manual training shop—all directed and handled by experts.

The company provides group life insurance, employees paying a small premium; health and accident insurance; a Chatham Pension Trust, established by the company for retirement at 65 or in case of disability; a hospitalization insurance plan; a credit union for employees and their families; "The Lucy Hanes Chatham Club" for girls and young women; "The Fellowship Club" for retired women employees; "The Thurmond Chatham Unity Club" for young men, and other group organizations. The company publishes an eight-page twice-a-month newspaper, "The Chatham Blanketeer", devoted to news of and for the employees.

Chatham operates an effective safety program under a capable director. For the fourth consecutive year the company has qualified for and received the annual "Award of Honor for Distinguished Service in Safety" presented by the National Safety Council, as well as safety awards from the United States and North Carolina Departments of Labor.

Blankets, both wool and blended, are the chief Chatham products. In addition to the high class of trade in regular blankets the firm produces many blankets for hotels, steamship lines, hospitals and other institutions with attractive monograms, initials or names. Especially popular are baby blankets in plain and Jacquard patterns in pastel shades. Other popular woolen and blended items include automobile upholstery, woolen suitings, including sportswear, and other woolen apparel fabrics. Chatham purchases its wool from New Zealand, Australia, South America and South Africa in addition to large quantities of domestic wool fibers. In addition it imports large quantities of cotton from India and is one of the largest users of synthetic fibers, including nylon, rayon, orlon, dacron and dynel.

Chatham Mfg. Co. officers includes R. Thurmond Chatham, chairman of the board; Albert L. Butler, president; Hugh G. Chatham, II, executive vice-president; J. Harrison Lassiter, T. J. Sheehe, Eleanor S. Taylor, J. W. L. Benson and R. W. Harris, vice-presidents; W. R. Hartness, Jr., treasurer; J. A. Booher, secretary; N. J. Blackwood, assistant treasurer; C. F. Dixon, assistant secretary; F. L. Neaves, general superintendent; R. H. Lankford, assistant to general superintendent; E. H. Hodel, superintendent; T. M. Roth, assistant superintendent.

Directors are Thurmond Chatham, A. L. Butler, H. G. Chatham, II, Richard T. Chatham, Jr., William L. Butler, J. Harrison Lassiter, T. J. Sheehe, J. W. L. Benson, W. A. Neaves, R. W. Harris, F. L. Neaves, R. G. Chatham, T. M. Roth, E. M. Hodel, John D. Eller, C. W. Poor, Robert M. Hanes, and Ralph P. Hanes.

Leaksville Oldest Continuous Woolen Mill in Entire South

The Leaksville Woolen Mills, Inc., with plants near Charlotte (Homestead Station) and at Spray, is believed to be the oldest woolen mill in continuous service in the entire South. A few pieces of woolen machinery installed in a commissary building near the Leaksville Cotton Mills, started operation "prior to 1853".

Background interest in the site of the first woolen mill dates gack to Colonel William Byrd who surveyed the Virginia-North Carolina line, named the section near the confluence of the Dan and Smith Rivers the "Land of Eden", and claimed 20,000 acres as his pay as surveyor. On this land are now located the Tri-Cities of Leaksville-Spray-Draper, all important textile centers. By 1750 settlers were entering the Valley of the Dan and occupying this area. John Leak owned the farm on which Leaksville now stands. A Mr. Barnett cut a canal from Smith River near the Leak farm which fed the water downhill to a grist mill he had erected on the bank. Water turning the big wheel churned up white foam as it landed below. Barnett's place came to be known as "Splashy", a name later changed to Spray. John Morehead, father of Governor Morehead, purchased this mill, the dam and the canal.

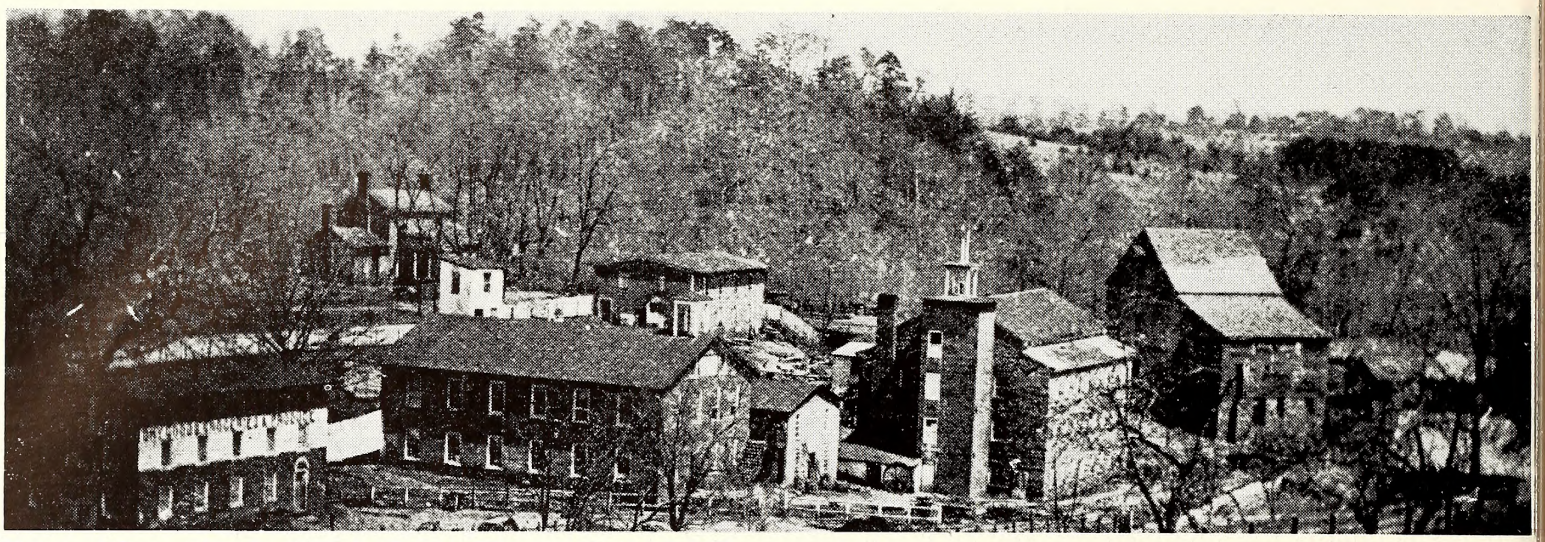
After the death of John Morehead, two of his sons, John Motley Morehead, (governor) and Samuel Morehead, started to develop the canal, land and grist mill which had been purchased by their father. They added a cotton gin, oil mill, blacksmith shop and a general store and, in 1835, started the erection of a cotton mill. This cotton mill was in process of construction until 1839, in which year it began the manufacture of cotton goods.

John Motley Morehead, though elected Governor of North Carolina (1840-44), continued to manage the Rockingham enterprises and several years prior to 1853 he installed some woolen machinery in the loft of the commissary of the Old Rock Mill. This machinery supplanted the old method of hand carding and spinning of the wool grown on the Morehead and adjacent farms. The plant operated on a barter and exchange system which was simply the taking as toll some of the wool brought in by farmers to cover the cost of spinning the yarns. This toll wool was then spun into yarns and prior to 1853 some of these yarns were woven into blankets and other fabrics on the cotton looms operating in the Old Rock Mill.

Two or three years later, about 1856 or '57, looms and finishing machinery were added to the wool carding and spinning machinery; the commissary was moved to another location and the wool mill became known as "The Little Factory" and was a complete plant. This plant made blankets and uniform fabrics for the Confederate Army and, while its operations were interrupted by the War Between the States, it resumed operations immediately thereafter.

Governor Morehead died in 1866 and, after his death, two of his sons, Major James Turner Morehead of Rockingham County and John Lindsay Morehead of Charlotte, took over the Rockingham County properties and operated them as a partnership known as "J. Turner Morehead and Co." until about 1893.

In 1881 the Little Factory (or Woolen Mill) was divorced from the partnership and became a separate corporation. This was done in order to furnish capital with which to enlarge the plant and, from 1881,



Picture taken prior to 1885 in Leaksville, showing: at left, commissary, in the loft of which a modest start was made resulting in present Leaksville Woolen Mills; two main central buildings, center building in background were part of the Leaksville Cotton Mill; at right is the old grist mill; the old office building, extreme right with part of roof showing; in background, left of center, is a residence.

this Corporation manufactured a complete line of blankets and woolen fabrics. The stock was owned by J. Turner Morehead, John Lindsay Morehead and their sister, Mrs. Letitia Morehead Walker.

The high quality of blankets and woolen fabrics produced by this mill as early as 1884 was noted publicly. In 1885 the *Dan Valley Echo,* a newspaper published in Leaksville, carried a mill advertisement which said: "At the North Carolina State Exposition in 1884 we were awarded a Grand Gold Medal, the highest premium of all competition for the variety, excellency and beauty of finish of our manufactured goods. We shall spare no pains to continue to sustain our reputation for making neat and durable pure woolen goods."

The partnership of J. Turner Morehead and Co. continued to operate the Old Rock Mill (which was the cotton mill) among other properties. In 1893-94 this partnership was dissolved and the cotton mill and some of the properties owned by it, as well as extensive land holdings, were sold to the Spray Water Power & Land Company. This corporation was formed by B. Frank Mebane who had married Miss Lily Morehead, daughter of James Turner Morehead. The woolen mill continued to function as a separate corporation and was not involved in this dissolution.

Major James Turner Morehead retained an interest in some of the properties, most notably the Wilson Aluminum Co., which he owned and operated. At that time the Wilson Aluminum Co. had the largest electrical furnace in the world and, as the name implies, was formed for the purpose of making aluminum. This purpose was not accomplished by Major Morehead, but his son, John Motley Morehead, III, did discover a practical and economical process for the manufacture of calcium carbide. This resulted later in the formation of the Union Carbide & Carbon Corporation, one of the industrial giants of America, with which corporation Mr. John Motley Morehead, III, presently of Rye, New York, has been identified since its inception.

John Motley Morehead, II, son of John Lindsay Morehead and a member of the partnership of J. Turner Morehead & Co., became the chief executive officer of the Leaksville Woolen Mills and continued to operate this company until his death in 1923. In 1898 he doubled the capacity of the mill by adding additional buildings and machinery. He lived in Spray until 1913, when he moved to the home of his father in Charlotte.

In 1919 he built an additional plant of the Leaksville Wollen Mills at Homestead Station in Mecklenburg County, some seven miles west of Charlotte. This plant had a little more than twice the capacity of the parent plant in Spray and today is the main office of The Leaksville Woolen Mills, Inc. John Lindsay Morehead, II, son of John Motley Morehead, II, is now the president of the corporation.

In 1929 The Leaksville Woolen Mills, Inc., acquired by purchase, the Leaksville Cotton Mills, which mills had been erected on the site of the Old Rock Mill, long since destroyed by fire. By this acquisition the properties of the original Leaksville Mills were merged and woolen machinery was installed in the cotton mill building, again increasing the production of the Spray plant.

At this time Mr. John Motley Morehead, III, son of James Turner Morehead, became Chairman of the Board of The Leaksville Woolen Mills, Inc., which position he occupies today.

Thus the principal officers of the Leaksville Woolen Mills have been the following in the order named:

John Motley Morehead (governor)—1853-1866.

James Turner Morehead—1866-1893.

John Motley Morehead, II—1893-1923.

John Lindsay Morehead, II—1923-

Other officers presently serving with John Motley Morehead, chairman of the board, and John Lindsay Morehead, president, are: James P. Wilson, executive vice-president; Horace F. Hill, vice-president Duncan MacDonald, secretary and treasurer; Thomas H. Hoover, assistant treasurer.

It is an interesting fact that all of the stock of The Leaksville Woolen Mills, Inc., with the exception of a few shares sold to employees, has always been held by the direct descendants of Governor Morehead founder of this business.

The plant at Spray now occupies approximately 144,000 square feet of mill buildings which contain

(Continued on Page 130)

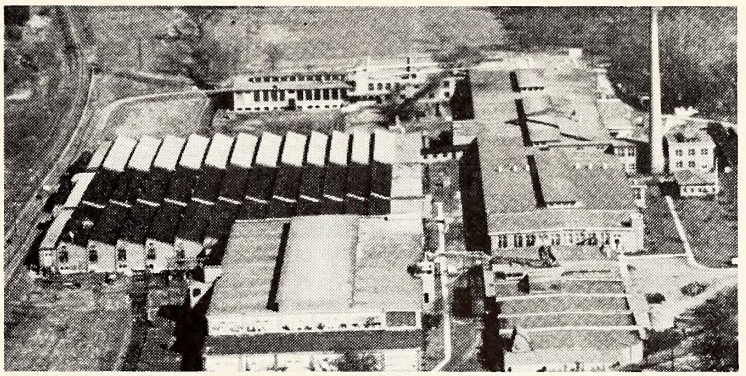
Fieldcrest Mills Produce Quality Rugs, Blankets, Spreads

Fieldcrest Mills, a division of Marshall Field & Company with nine plants in the Tri-Cities of Leaksville, Spray and Draper and two in Fielddale, just across the state line in Virginia, is engaged in the production of high quality textiles, including bedspreads, blankets, sheets, electric blankets, rugs and rayon dress goods. These quality products are made from wool and cotton and the modern man-made fibers of rayon, nylon, and dynel and others separately and in combinations. Fieldcrest products are nationally advertised and distributed through high class department stores throughout the nation.

The Fieldcrest Mills use about 55 acres of floor space or approximately 2,500,000 square feet. Employing approximately 5,000 workers and with monthly payrolls of over $1,000,000, these plants form the economic backbone of the large industrial area embraced in the Tri-Cities. Fieldcrest products in addition to their nationwide distribution are sold also through department stores in Canada, Bermuda and Hawaii.

Fieldcrest sales offices are located at 88 Worth Street, New York, with branch sales offices in Chicago and Los Angeles. The Karastan Rug Mill of Fieldcrest maintains separate sales offices at 295 Fifth Avenue, New York, with branches in Chicago and San Francisco. Fieldcrest rayons are handled through sales offices at 350 Fifth Avenue. Fieldcrest products are marketed in leading department stores in large cities throughout the nation under a franchise system. Distributors handle the sales to stores in smaller cities and towns, giving complete national distribution, in addition to quantities of merchandise shipped to foreign countries.

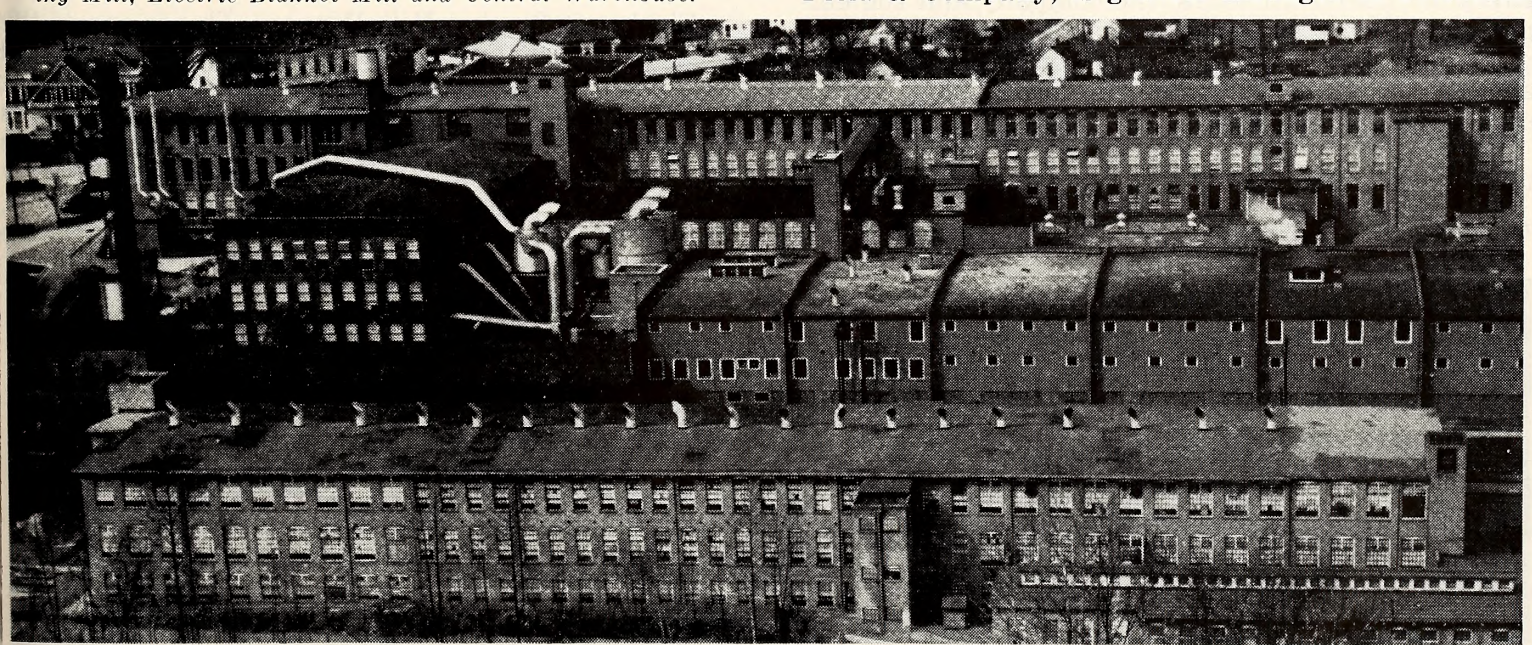
The mills forming the nucleus of the Fieldcrest group were built around 1900 by the B. Frank Mebane interests and in the neighborhood of pre-Civil War cotton and woolen mills. These plants were acquired by Marshall Field & Company between 1905 and 1912. The original mills were greatly expanded and improved and several new plants were built. For several years the North Carolina mills, in addition to others in the United States and foreign countries, 29 in all, were operated as an adjunct to Marshall Field & Company by its Wholesale Division which distributed practically the entire output. In 1935 the Wholesale Division was discontinued and the foreign mills and those making unrelated products were sold. The mills in North Carolina and Virginia and the lace curtain mill at Zion, Ill., were set up as the Manufacturing Division of Marshall Field & Company. At that time sales departments were organized to distribute the products on a national basis to retail, wholesale and chain organizations.



Two Fieldcrest mills at Draper, Sheeting Mill, left, and Blanket Mill, right.

In 1947 the name was changed to Fieldcrest Mills in order to identify completely the Fieldcrest brand name on the products produced by the organization. Contrary to the general belief Fieldcrest has never manufactured products solely for Marshall Field & Company department stores. Only a small percentage of its products is retailed through the company's stores and Fieldcrest competes strongly with other textile manufacturers for the Marshall Field & Company business. Just as strenuously it contends to place its products on the open market with other wholesale and retail outlets.

Milton C. Mumford, vice-president of Marshall Field & Company, is general manager of Fieldcrest



Section of Fieldcrest Mills, Spray, showing Bleachery, Finishing Mill, Electric Blanket Mill and Central Warehouse.

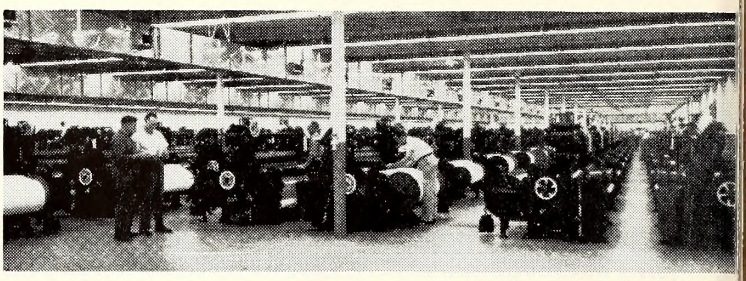
Mills Division with headquarters at 88 Worth Street, New York. Harold W. Whitcomb, assistant general manager, is in charge of the North Carolina and Virginia mills; E. W. Medbery is production manager; E. L. Brown is comptroller and Ben C. Trotter is counsel. Macon P. Miller is director of industrial and public relations.

The Fieldcrest operations in the Tri-Cities area include the Rayon Mill, the Bleachery, the Finishing Mill, the Electric Blanket Mill and the Central Warehouse in Spray; the Bedspread Mill and the Karastan Rug Mill at Leaksville, and the Blanket Mill and Sheeting Mill at Draper. Just across the state line from the Tri-Cities at Fieldale, Va., are a towel mill and a hosiery mill. These Fieldcrest Mills begin operations with raw cotton and wool and the synthetic fibers, including rayon, nylon, dynel and others, and carries them through the entire manufacturing process to finished packaged products ready for the retail market.

Fieldcrest maintains Research and Quality Control laboratories which are among the most complete and best equipped in the textile industry. All materials are tested scientifically many times all along the line to maintain uniform quality fabrics. Experts are studying and working constantly to improve the methods, to develop new materials and to produce machinery improvements and refinements. All of this care and continuous study is for the purpose of turning out better products to keep the business going successfully and, admittedly, to keep ahead of competition.

Fieldcrest mills has maintained excellent industrial relations throughout its history. It was one of the first textile companies to give employees paid vacations, adopting this plan in 1940. Also Fieldcrest started one of the first pension plans in the industry. The Marshall Field & Company pension plan, inaugurated in 1943, continues as one of the few funded plans. The company pays the entire cost and the pension fund, now valued at approximately $23,000,000, is held in trust by a Chicago bank. This trust is irrevocable and is for the sole benefit of eligible employees. A comprehensive group health, life and accident insurance program has been in effect for nearly 20 years, the company and the employees sharing the premiums. A mutual aid hospitalization insurance program protects employees and all of their dependents, practically 100% of the employees belonging to the voluntary association.

Some 12 years ago the Fieldcrest management sold the formerly company-owned houses in the mill community to its employees at exceedingly reasonable prices. As a result of this and encouragement toward home ownership, Fieldcrest employees have one of the highest percentages of home ownership in the textile industry. The employees have since remodeled and enlarged their homes and large numbers have constructed new homes.



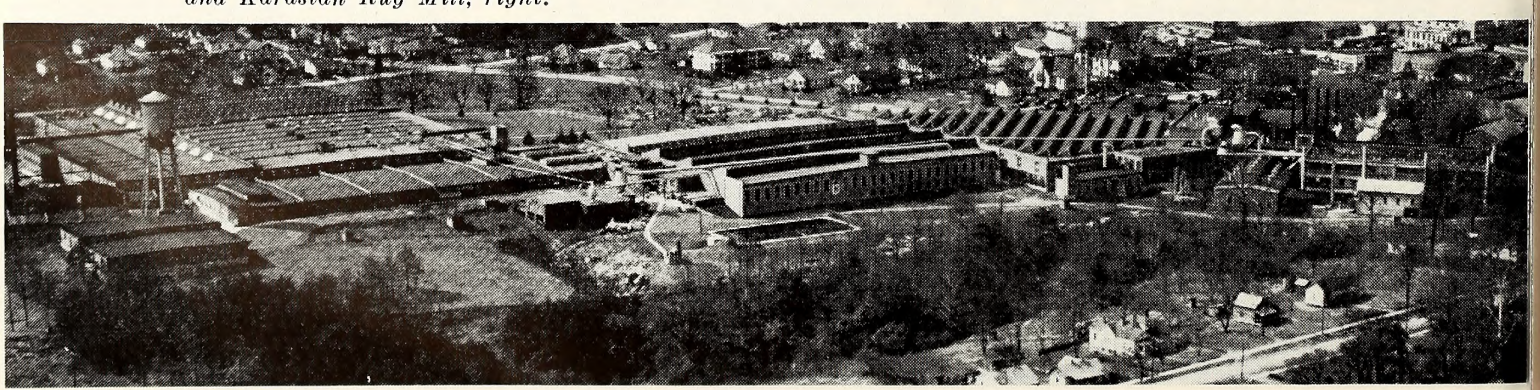
Part of looms in weave room of Fieldcrest Rayon Mill, Spray.

Enviable safety records have been maintained in Fieldcrest Mills throughout the years. In addition the company provides other advantages looking toward the health and welfare of its employees. A full time medical director is in charge of a well-equipped Medical Department. A registered nurse is on duty here constantly to administer first-aid and to treat minor injuries and illnesses. Each mill has a first-aid dispensary with a registered nurse or first-aid attendant on duty. The Medical Department provides free complete physical examinations annually to employees requesting them.

The company's policy of promoting employees within the organization has resulted in a high percentage of supervisors promoted from production jobs. Several forms of training are provided to help employees qualify for better jobs. The Personnel Research and Training Department conducts testing programs designed to measure the ability and thus place employees in congenial jobs. Officials assist in on-the-job training and give special study courses on a variety of subjects. Cooperating with the public schools Fieldcrest Mills employees have access to training on many technical subjects at the Leaksville Township Vocational School. Courses here include loom fixing, blue printing, textile manufacturing, weaving and designing, machine shop practices and others.

Fieldcrest Blanket Mill, Draper—This is one of the largest blanket operations in the nation. The mill operates complete carding and spinning equipment for both wool and cotton systems and has three types of looms—plain, dobby and jacquard—and a large modern dyeing plant. This plant produces nearly all types of blankets in fancy jacquard patterns, plains and plaids. Fieldcrest electric blankets are

Two of the Fieldcrest Mills at Leaksville, Bedspread Mill, left, and Karastan Rug Mill, right.



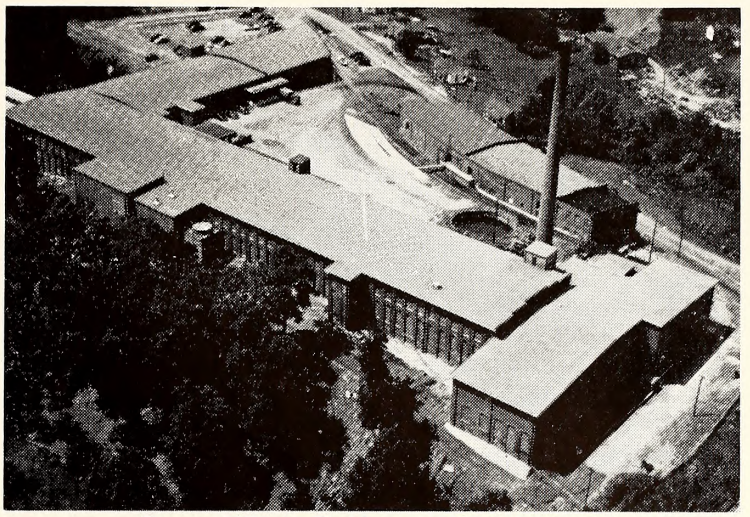
woven on this mill's jacquard looms. The plant produces all-wool blankets and a variety of blends and cotton blankets. Recently the plant began production of the new dynel blanket, the first to produce in full bed size. This blanket is 100% dynel, the new wonder chemical fiber produced by Union Carbide & Chemical Corp. The blanket mill operates 363 looms and 23,000 spindles, employing about 900 workers. The mill and warehouse contain more than 333,000 square feet of floor space.

Bedspread Mill, Leaksville—This mill is equipped with jacquard box looms, capable of weaving spreads in four-color patterns. Draperies to match are woven on the same machines. One of the popular products is a Colonial type bedspread known as "Concord", an extra heavy looped pile fabric. Another line of spreads is made, by using decorative, metallic yarns. The mill is now weaving authentic cotton plaid material for bedspreads, draperies, pillow cases, cafe curtains and couch throws. Some of the looms produce piece-dyed light-weight cotton blankets. Normal output is 1,000,000 spreads a year. In addition to woven products the Bedspread Mill produces the cotton yarns used at the Karastan Rug Mill. Other carpet yarns and wire insulating yarns are made for the open market. The plant operates 184 looms and 17,000 spindles, employing 400 workers. The plant embraces about 177,000 square feet of floor space.

Rayon Mill, Spray—This is an ultra-modern synthetic fibers plant and a showplace. It is said to be the most modern U. S. rayon mill. It is completely air-conditioned summer and winter and has fluorescent lighting throughout. The color scheme of silk green, rose and yellow in pastel shades designed by Faber Birren, nationally known color authority, produces a pleasing and attractive appearance. The Rayon Mill is devoted to the production of highly styled materials for tea gowns and evening gowns. These fabrics are sold to convertors, mostly in the New York area. Some of the goods woven in this mill are sold right off the loom and require no finishing before being converted into garments. Among the Mill's products are jacquard brocades and taffetas, materials made with "Lurex" metallic fiber and fine sheer nylon fabrics for party dresses, blouses and trimmings. The mill experiments continuously with new fabrics and can adapt itself to any style changes in fashion trends.

A popular product for many years has been the Cel-O-Sheen tablecloth, the original acetate damask fabric made in America and developed at the Fieldcrest Rayon Mill in 1940. "Orchid", the first design created, continues in the present line of tablecloths. During most of the time in the past 12 years the plant has operated on a full six-day week, three-shift schedule. It operates 404 looms and normally employs more than 300 persons with an annual payroll of more than $1,000,000.

Karastan Rug Mill, Leaksville—Karastan rugs, challenging the exotic beauty and fine workmanship of Persian originals, are known throughout the nation for their beautiful patterns, subtle colors and wearing qualities. They are sold in America's leading stores. Due to exclusive equipment developed right in the mill these fine quality Oriental pattern



Rayon Mill of Fieldcrest Mills at Spray.

rugs can be made in a great many color combinations with a thick luxurious pile and richness unexcelled in the domestic market. Plain wool broadloom, cotton broadloom and cotton pattern rugs also are produced. The mill has 44 huge rug looms most of which were developed and built at the plant. Some of the newer looms were manufactured for Karastan by Crompton & Knowles Loom Works. The mill some times produces as many as 158,000 finished rugs in one year, the sizes ranging from 22 x 36 inches to 12 x 22 feet.

Beginning in 1924 and after extensive experiments Karastan constructed the first machine made rug with the pile woven through the back and reproducing the Oriental pattern and finish so faithfully that only a rug expert could tell the difference between the original Oriental rug and the machine made Karastan. In 1928 the first Karastan rug, as known today, was produced by Fieldcrest Mills. Since then the growth and expansion have been steady. The mill handles the entire process of rug manufacture beginning with woolen and worsted skeins. The process includes designing the rugs, dyeing the yarns, setting the pattern, weaving and finishing and shipping the finished rug to the retailers. The mill maintains its own Design Department, keeping Karastan rugs up to date with new developments in styling, color, designing and construction. Native labor employed in the Karastan Mill has become highly skilled in the intricate operations used in the manufacture of this famous product.

Fieldcrest Sheeting Mill, Draper—Two nationally known grades of Fieldcrest sheets are made on the modern high-speed machinery of this mill. They are "Wearwell", the 128-count budget muslin, long recognized as a long wearing, above standard grade of muslin sheets, and "Duracale", the 180-count high grade carded percale, developed in recent years, which is recognized as one of the most durable and beautiful sheets on the market. Both of these types of sheets are sold in white and in beautiful pastel colors. Recently Fieldcrest has developed a line of fitted sheets in both "Duracale" and "Wearwell" grades, both white and pastels. The Sheeting Mill now operates a large number of looms on materials for fitted sheets. The mill employs about 650 workers in operating its 800 looms and 40,000 spindles, producing around 9,000,000 yards a year. The plant

embraces 219,000 square feet. This plant has long enjoyed full operation, five or more days a week, three shifts.

Electric Blanket Mill, Spray—This modern plant is credited with producing more than one-third of all the electric blankets made in the United States. The mill produces electric blankets for several of the major electrical and textile outlets in the country. They are shipped throughout the nation and foreign countries. Great strides have been made at Fieldcrest in processing and precise testing of electric blankets. Fieldcrest is the only organization in the world which does the complete operation of weaving, wiring and marketing the finished electric blanket. The mill maintains a complete air-conditioned laboratory in which facilities are available to simulate sleeping conditions at various temperatures so that electric blankets can be produced to take care of weather conditions in any part of the world in which they are used. Acceptance of electric blankets generally has been greatly enhanced by the confidence with which the American people use the Fieldcrest product. Constant testing and development reveal the advantages of blended synthetic fibers such as dynel, orlon, dacron and rayon with wool in electric blankets. Fieldcrest electric blankets are made in twin bed and regular bed sizes with single or dual control. All standard colors as well as new decorator colors are used.

Bleachery, Finishing Mill, Central Warehouse, Spray—These Fieldcrest operations are located close together. In the modern and completely equipped finishing plants goods from the Blanket, Bedspread and Sheeting mills are converted into the finished state ready for the customer. Blankets are napped and sheets are bleached, dyed and calendared on their way to the sewing room where they are hemmed or scalloped. Fieldcrest woven bedspreads also are finished and sewn here and Fieldcrest colored sheets are vat-dyed in a modern Piece-Dyeing Department. Fitted sheets, both top and bottom, colored and white, are manufactured in a modern new unit provided for this relatively new product. After packaging and packing, the products are moved by modern conveyor system to the warehouse for storage and shipping. The Bleachery, Finishing Mill and Central Warehouse employ 700 persons and have a combined floor space exceeding half a million square feet.

Collins & Aikman Large Weaver Upholstery, Worsted Wear

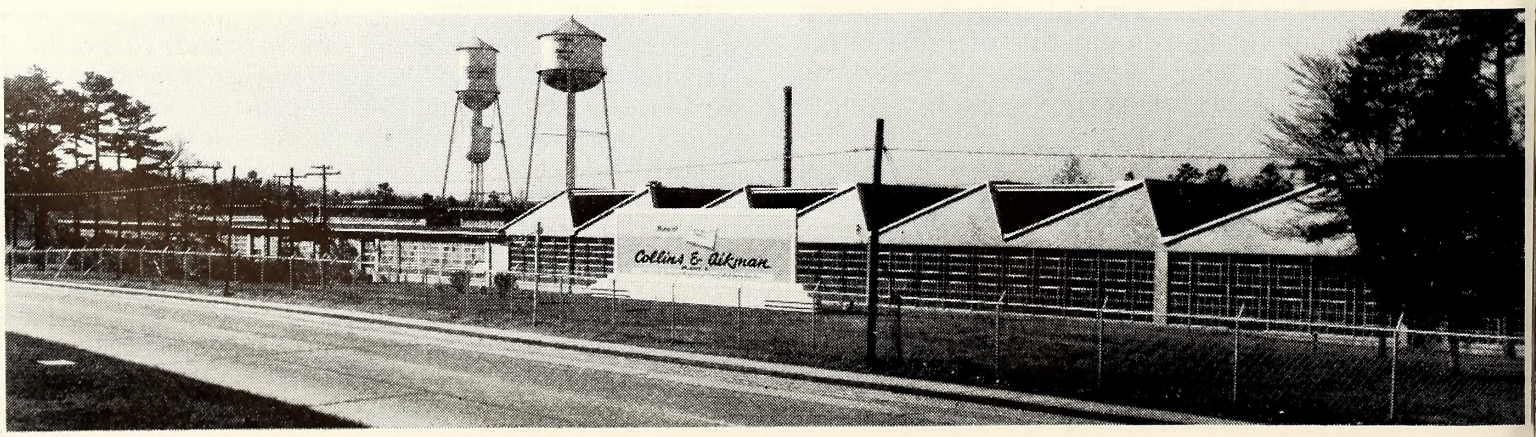
Collins & Aikman Corp., with executive offices in New York and important plants at Ca-Vel (near Roxboro), at Norwood and in Concord and other plants in Canada, Rhode Island and Pennsylvania, has come to be known as "America's Largest Weavers of Upholstery Fabrics". The corporation's largest weaving plant is located near Roxboro and the plant at Norwood is the only spinning plant in the world devoted exclusively to the now famous "Bird System" of spinning.

Albert R. Jube, New York, is president and W. F. Bird, New York, is vice-president and chief administrative officer. The corporation maintains sales offices and show rooms for the convenience of its customers in New York, Chicago and Los Angeles.

Collins & Aikman Corp. began its expansion in the South in 1927, selecting North Carolina as the most progressive of the southern states in textile production. The A. T. Baker Co., near Roxboro, was incorporated into the firm 25 years ago and has since been developed into an entirely modern plant, the largest weaving mill in the organization. In 1943 Collins & Aikman acquired the Norwood Spinning Mill at Norwood, modernized the plant and installed there what has come to be known as the "Bird System" of spinning, widely acclaimed as the first major improvement in spinning in 100 years. This system, developed in the company's own research and technical control division, is named for its inventor, W. F. Bird, then director of research, now vice-president of the firm. This system makes possible the spinning of any fiber or combination of fibers in lengths of one-fourth inch to nine inches. It eliminates cumbersome machinery changes which gives the company a flexibility of operation that permits it to gear its production almost over night to meet the changing demands. Only last April the company acquired the Stead & Miller plant in Concord, not yet integrated into the frame work and policies of the organization.

Recognized as a leader in the upholstery fabric industry, Collins & Aikman manufactures fabrics under the well-known and nationally advertised tradename, "Candalon", fabrics used extensively in

Partial view of Collins & Aikman's largest weaving plant, located near Roxboro in Person County.

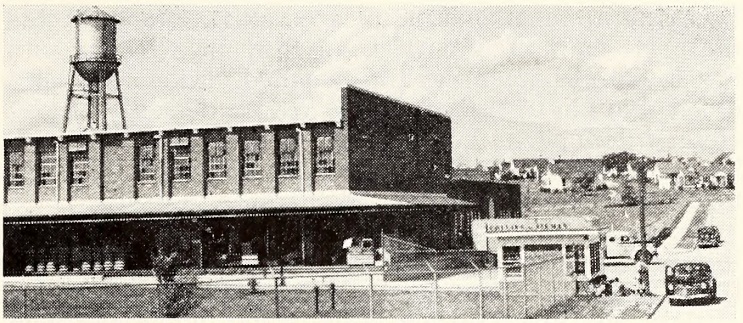


utomobiles, furniture and transportation industries nd for the armed forces. Last year the company, firm believer in diversity of products, supplemented s upholstery line with a fine variety of men's and omen's worsted wear. One of the most popular nes developed is a richly colored cotton fabric sold irect to manufacturers in New York City who pro- uce a highly tailored line of theater and night club oats for women.

Growth of the firm has been gradual but steady or several years, resulting last year in a net sales gure of $58,000,000—the highest in the company's istory. Its North Carolina plants, employing about ,800 workers and with a weekly payroll exceeding 100,000, produces 10,000,000 pounds of yarn and onsiderably more than 5,000,000 yards of fine fab- ics annually.

Roxboro—This plant, modern and up-to-date, is ie company's largest weave plant and the center of s furniture upholstery operations. It also pro- uces fabrics for the automotive industry and for the rmed forces. This plant weaves the intricate de- gns and patterns which are in great demand today. ohn M. Dempsey is resident manager of this plant, nown as Plant E, and John J. Reilly is assistant esident manager. This plant also has facilities for yeing and finishing the fabrics produced. Its pro- uction last year exceeded 5,000,000 yards of fabrics. he plant employs 950 workers and has a weekly ayroll of $60,000.

Norwood—This plant, formerly Norwood Spinning ill, was acquired in 1943 and has been completely



Spinning Plant of Collins & Aikman at Norwood.

modernized. As stated, it is the only spinning plant in the world devoted exclusively to the "Bird System" of spinning. This plant supplies the company's weave plants with approximately 200,000 pounds of yarn a week. It employs 600 workers and its weekly payroll is around $35,000. Harry J. Blanchard is resident manager, assisted by Luther K. Huyett.

Concord—This plant, still operating under the name of Stead & Miller, was acquired by Collins & Aikman in April of this year. It is known as one of the largest producers of fine upholstery flat fabrics, including matelasses (ornamental quilling fabrics with depressed lines and raised squares), brocatelles (rich heavy figured fabrics with raised designs used in upholstery), tapestries, damasks and novelty weaves. This plant is capable of producing 30,000 yards of fabrics each week. It employs 250 workers and has a weekly payroll of $9,800. T. M. Schramm is manager of the plant, with Howard Whittle his assistant.

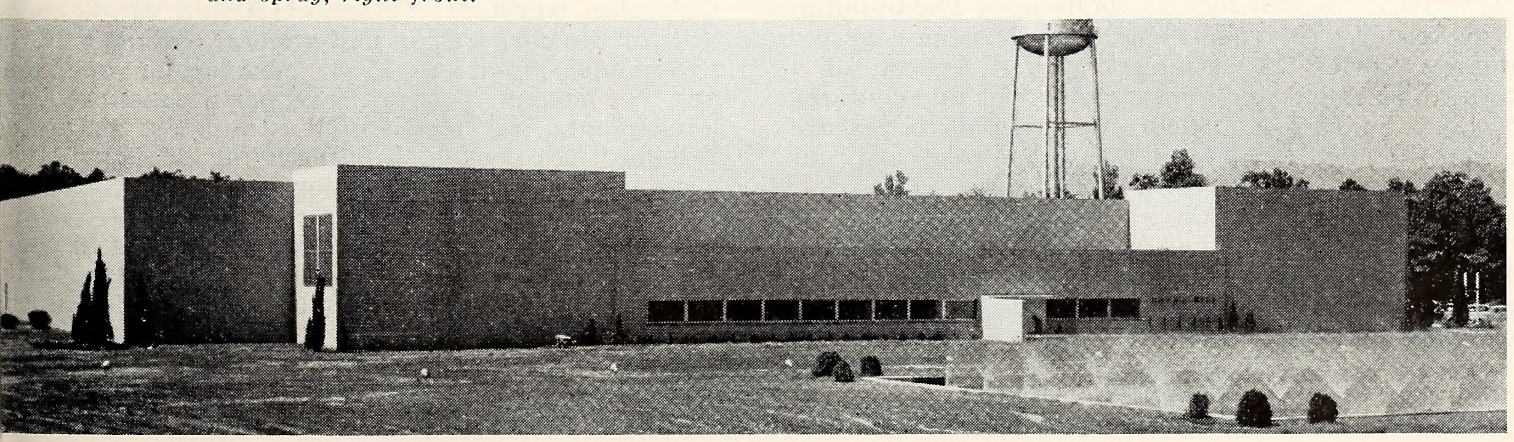
Hatch Mill, Modern, and Excelsior Make Woolen Blends

Deering-Milliken & Co., Inc., with headquarters in ew York City and operating 29 textile mills, largely the South, came to North Carolina in 1945 and ought what is now Excelsior Mills in Rutherfordton. n July 3, 1951, the Hatch Mill on the edge of Co- mbus, one of the most modern buildings in the ntire State and the nation, began operation. The eering-Milliken firm was organized in Portland, aine, in 1865. About 20 years later, around 1885, r. Deering sold his interest to Mr. Milliken and stablished what later became the International Har- ester Co., producing Deering farm machinery. Mr. illiken continued the operation of a textile selling house which ultimately bought and built textile plants which now forms a large group of mills processing wool, cotton, rayon, nylon, orlon and other natural and synthetic fibers.

Roger Milliken of New York is now president of the corporation and W. B. D. Stroud, Spartanburg, S. C., is general manager of the North Carolina plants as well as several South Carolina plants. Three plants operated by the firm are in Maine, one is in New York, 20 are located in South Carolina, three in Georgia, and the two plants mentioned in North Carolina.

These two North Carolina plants are the first to use the new du Pont synthetic fiber known as Orlon, a washable woolen with pleat retention properties.

Thoroughly modern Hatch Mill at Columbus, showing pool and spray, right front.



Wearing apparel such as pleated skirts made of this material combined with wool may be thrown into the washing machine and washed, taken out and dried and the original pleats are as definite and as clearly defined as before the garment was washed. Trade name of women's dresses, skirts and suits made of orlon and wool by Milliken is "Lorette".

Excelsior Mills, Rutherfordton, occupy mill buildings which were erected before the turn of the century by Mr. Littman and operated as the Cleghorn Mill in cotton spinning. The plant had been sold several times and was once operated by K. S. Tanner of the Stonecutter Mills and later by the Spindale Mills. Following its purchase in 1945 by Deering-Milliken & Co. and designated as Excelsior Mills No. 3, it was operated for a few months as a hemp drapery mill. In 1946 the firm installed thoroughly modern woolen mill equipment and began a production of high quality woolen materials for women's wear. Recently this plant has also started producing fabrics containing orlon.

The mill property includes substantial brick buildings that have been thoroughly modernized and equipped. It contains around 30,000 square feet of floor space. Approximately 100 workers are employed in three shifts operating 24 hours a day. The annual payroll ranges around $375,000 and annual production is about 1,250,000 yards of 60 inch woolen fabrics, much of it now mixed with orlon.

Robert H. Jones is superintendent of the Excelsior Plant, having come to Rutherfordton a few months ago from another plant of the Deering-Milliken & Co.

Hatch Mill, Columbus, one of the newest plants of Deering-Milliken & Co., opened July 3, 1951, is considered one of the most modern and complete textile plants in the entire world. Officials of this firm, now operating 29 plants, made tours of Europe and the entire United States to secure information on the very latest types of textile buildings and equipment. All of the ideas secured were sifted and translated into plans by which the Hatch Mill was laid out and constructed.

Officials of Deering-Milliken & Co. secured a 140 acre site just outside the corporate limits of Columbus. A three acre plot was converted into the mill site. About 20 acres of the plot was planted in year-round grass and 35,000 white pines were planted on the remaining cleared area. A blanket of green will eventually cover the whole acreage except for the area covered by the mill, the driveways and parking lots and a beautiful spray pond 30 x 70 feet, between the mill building and N. C. Highway No. 108 from Rutherfordton to Columbus. The building is modernistic in type, constructed of steel, concrete and grey brick. It is one story high except for a natural basement and a mezzanine floor and contains 204;000 square feet of floor space. A novel feature is that the plant is operated by outside weather proof boilers which are entirely automatic, one of the few such arrangements in the nation. About half of the electrical power consumed is used in air-conditioning the building. The equipment is the most modern to be found in the manufacture of combined woolen and orlon fabrics.

More than $2,500,000 has been expended for site, building, equipment and in landscaping and beautifying the area. The plant operates continuously with three shifts employing approximately 275 workers. The annual payroll is about $1,250,000.

Orlon, the new du Pont acrylic fiber, is combined with wool to produce "Lorette", the trade name used by Milliken for the material for women's dresses skirts and suits produced by the mill.

Hatch Mill operates a thoroughly modern cafeteria for the benefit of its employees.

S. J. Craig, Jr., formerly with another of the Deering-Milliken & Co. plants in South Carolina, is the superintendent of this new and modern plant.

LEAKSVILLE ANCIENT WOOLEN MILL

(Continued from Page 124)

five sets of woolen cards and complementary machinery.

The Homestead Plant has approximately the same area of buildings but contains ten sets of wool cards as well as complete complementary machinery for the manufacture of all wool and part wool blankets.

Extent of the development and present importance of The Leaksville Woolen Mills to the State's economy is revealed by a few figures. When the first carding and spinning machines were installed in the commissary plant adjoining the Leaksville Cotton Mills "prior to 1853", only two workers were employed and the only product was woolen yarns. After the second enlargement of the plant in 1881, records reveal that 72,000 blankets were being produced annually. By 1900 production had increased to 140,000 blankets annually. During this year The Leaksville Woolen Mills, Inc. will produce approximately 1,500,000 blankets. Fine wools are now purchased from wool growing countries throughout the world in contrast to its earlier consumption of locally grown wool. Woolen blankets of the highest quality are now distributed throughout the nation, and at present these plants employ approximately 600 people.

BEACON MANUFACTURING CO. MAKES COTTON-RAYON BLENDED BLANKETS

Beacon Manufacturing Company, Swannanoa, was organized in New Bedford, Mass., in 1904, and built its first mill in the Swannanoa Valley near Asheville in 1925. Its movement from New England to Swannanoa was completed in 1933. The firm manufactures cotton and rayon blended blankets.

Beacon Manufacturing Company is capitalized at $1,143,500. Stephen C. Owen is president and Henry L. Taylor, secretary. Charles D. Owen, Jr., is treasurer of the corporation and general manager of the Swannanoa plant. A. F. Burgess is plant manager and W. Vernon McCrary is superintendent. Affiliated plants are located in Westminster, S. C., and Winder, Ga. Beacon Manufacturing Co. is privately owned; no further information available.

David Clark, founder and for more than 40 years publisher and editor of The Textile Bulletin, formerly the Southern Textile Bulletin, Charlotte, is the only man living who attended the organization meeting of the North Carolina Cotton (Textile) Manufacturers Association in Charlotte October 30, 1906. Mr. Clark was acting secretary at this meeting.

IODERN PLANT FURNISHES YARN FOR MANY N. C. TEXTILE MILLS:

American Enka One of Largest Rayon Unit Plants on Earth

American Enka Corporation's plant, located at nka, just west of Asheville, is one of the largest ngle rayon units in the entire world. It was the rst rayon plant to be established in North Carolina nd has developed into one of the State's largest ndustries, its roofed surface now covering 35 acres f the 2,000 acre tract utilized by and for the plant. he name Enka is derived from the sounds of the rst letters in the two names of the original firm in olland.

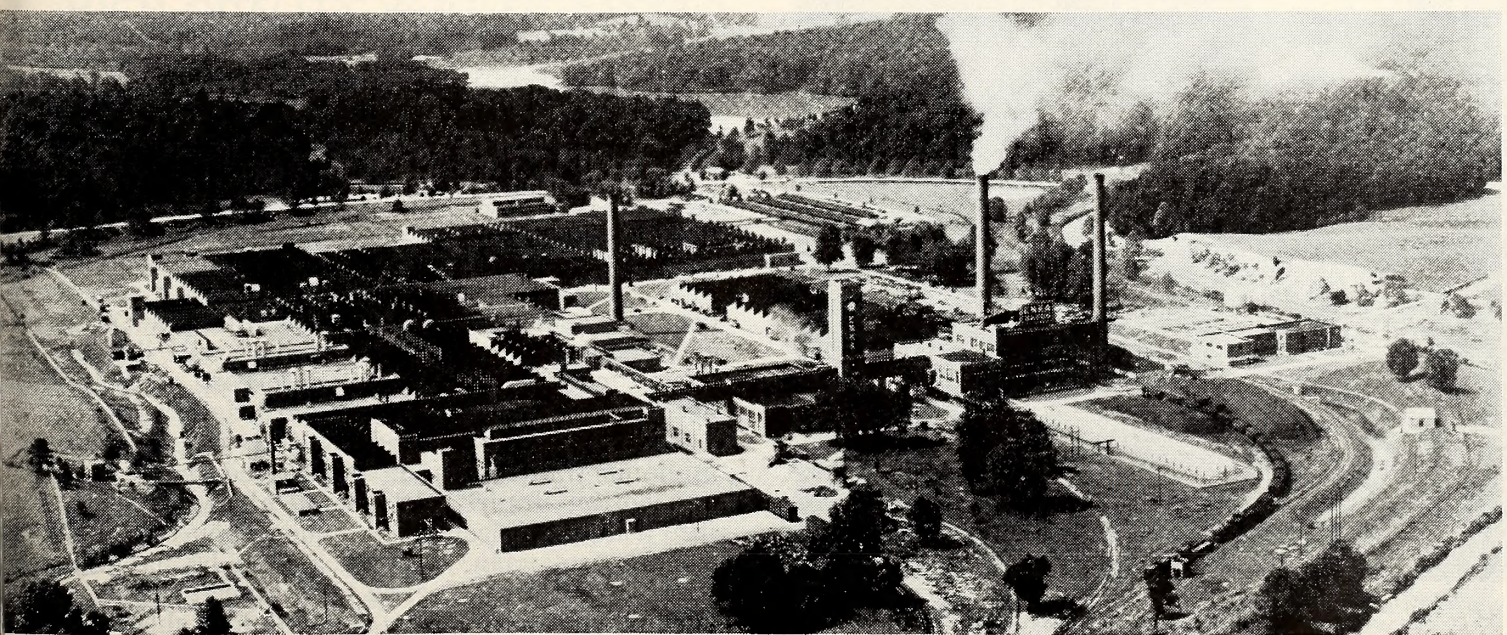
American Enka was organized in 1928 by a group f representatives of Nederlandsch Kunstzij-defab-ek (Netherlands Artificial Silk Mills of Arnheim, olland) who came to this country to seek to estab-sh a counterpart of the mill operated in Holland. hey were joined by financiers and businessmen in is country and began the search for a site. After vestigating 50 sites in the United States, they de-ded that the ideal place was in Hominy Valley, a w miles west of Asheville. Among the reasons dvanced for the superiority of this site was the ccessibility of raw materials and markets, ideal imate, abundance of pure water and ample sup-y of capable labor. After the 2,000 acre tract was urchased, work was started on the first production nit which was finished in July, 1929, and reached ll production about the middle of 1930.

During its first part-year of operation American nka Corp. employed 1,919 workers with a payroll f slightly more than $2,000,000 and during the re-ainder of that year produced viscose rayon yarn, et sales of which reached $3,716,000. Although arted in the midst of this nation's worst depression, ne new firm survived the ordeal and came through s a successful and vigorous organization. The de-and for rayon, the first and one of the most im-ortant of the man-made fibers, increased as the pro-uction of fabrics from it became better known. The result was that American Enka continued its expansion to meet the ever increasing demand. By 1940 the plant employed approximately 3,000 workers who were paid wages amounting to $4,500,000 annually and the sale of its products had increased many fold, reaching $13,700,000 in 1940.

Because of the need for widening the base for greater production, American Enka Corp. bought a site near Morristown, Tenn., and established a new plant in the new town of Lowland, the first unit of which began operation early in 1948. This plant is some 90-odd miles from the plant near Asheville. The continued expansion increased the size and activities of the two Enka plants to such an extent that by last year net sales reached $52,770,000, while workers had increased to approximately 4,500 and the annual payroll had reached approximately $16,300,000. Further evidence of the extent and importance of operations in the plant at Enka covering 35 acres is that it consumes daily 20,000,000 gallons of water, enough to supply a city of 90,000 population. To insure a constant supply a lake containing 300,000,000 gallons of water was created near the plant and a pipeline five miles long to the French Broad River was installed to make sure the supply would meet all needs. The plant also generates its own electric power in a steam plant capable of producing 420,000 kw hours daily, a quantity sufficient to serve 50,000 average homes. Eight carloads of coal are consumed daily. This plant operates 24 hours a day, 365 days in the year.

Of the 4,500 workers employed at Enka's two plants, approximately 30% are women. For the convenience and benefit of its employees American Enka maintains or sponsors more than 100 homes for key officials; operates three cafeterias, serving approximately 4,500 meals a day; operates a hospital with a full-time physician and registered nurses; maintains a library with more than 5,000 books; provides two weeks of vacation with pay as well as observes six

Aerial view of American Enka Corp. plant at Enka near Asheville.



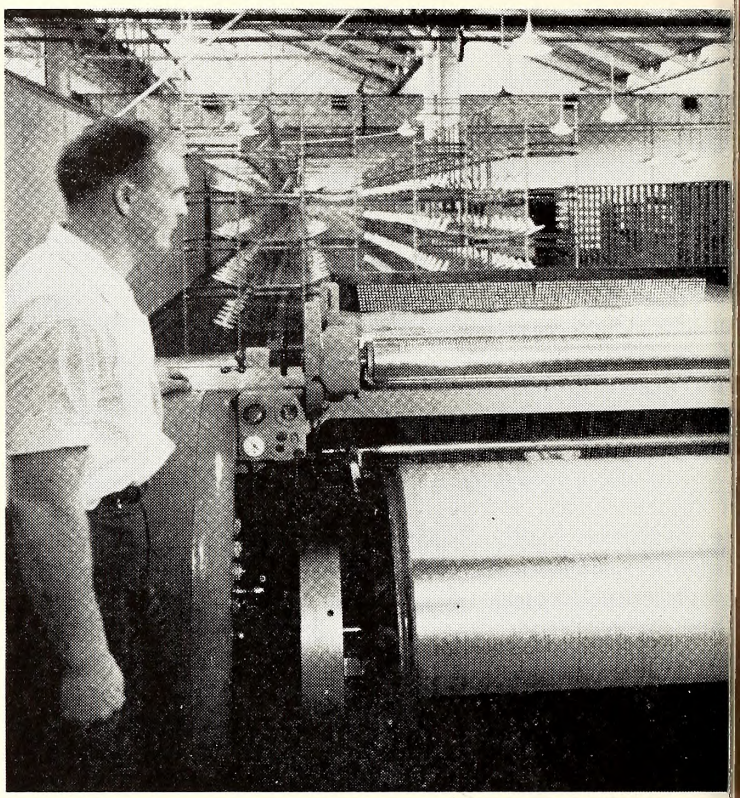
legal holidays with pay; operates a gymnasium with athletic directors and coaches for baseball, softball, basketball and other athletic sports with suitable grounds; operates a Safety Department with all modern methods for safe operation; maintains a retirement plan for all employees with required period of service; provides group life, health and accident insurance, including insurance against death and dismemberment, as well as hospitalization insurance. The company operates fire and police departments and provides directors for organized sports and play for 400 children of employees on a year-round basis. "The Enka Voice", a monthly magazine, is published for the benefit of Enka employees.

American Enka Corp. produces rayon filament yarns by the viscose process. These yarns are different sizes measured in deniers. The finer high quality yarns range in size from 75 to 300 deniers. These yarns are used in the knitting and weaving trades. Enka also produces a high tensile strength yarn known as Tempra in two sizes, 1,100 and 1,650 deniers, for industrial and other fabrics requiring greater strength and durability. Most important use of these stronger rayon yarns is in the production of automobile and airplane tire fabrics, which represents a major proportion of Enka's business. Rayon yarns by Enka are also produced in three lustres known as Briglo, a bright yarn; Perlglo, a semi-dull yarn, and Englo, a dull yarn, chalky in appearance.

Enka rayons, of a high quality in fine deniers and multi-filaments, are used in top quality weaving and knitting mills throughout America, including many of North Carolina's weaving and knitting mills.



Testing tensile strength of rayon yarn produced at American Enka plant.



Experimental warping in Textile Research Department of American Enka plant.

These fibers go into fabrics for fashionable women' clothes such as dresses, underwear, hats, hose, sho tops and linings, suit and coat linings, robes, rib bons, gloves, sweaters and other such items. Chil dren's and men's garments produced from these ray on fibers include hose, anklets, underwear, suits slacks, neckties, shirts, suit and coat linings, loung ing robes, hat bands and others. Home items pro duced include draperies, upholstering lamp shades bedspreads, bindings and tapes. Sportswear item include tops for sport shoes, bathing suits, jackets baseball and soft ball uniforms, shirts, slacks an hats. Industrial uses to which rayon fibers are de voted include tire casings, seat coverings, upholstery wire and cable coverings, laminated plastics; far conveyor and transmission belts; hose, rope, rain coats, overshoes and other such uses.

During the World War II period American Enk geared itself to the production of yarn for item needed for war uses. Among these were airplan landing tires and tires for trucks, automobiles, gu carriages; for airplanes, self-sealing gas tanks, ga hose, tow targets, wing coverings; parachute shrou lines, flares, fragmentation bombs, cargo and aeria delivery parachutes, mosquito netting, uniforms Navy flotation suits, flying suits, uniform lining braids and insignia, flags, blood plasma filters, woun dressing covers, precision glove linings. Other mis cellaneous uses are for wrapping, suit linings, cos tumes, casket linings, stage screens and curtain decorations and knitting and crochet yarns.

Enka rayon produced by the viscose method made by treating cellulose, derived from wood pul and cotton linters with chemicals which convert into a liquid (viscose) and then back into a solid i the form of yarn. Briefly and in lay language th process, with due regard to temperature and agin is somewhat as follows: the cellulose sheets, lookin

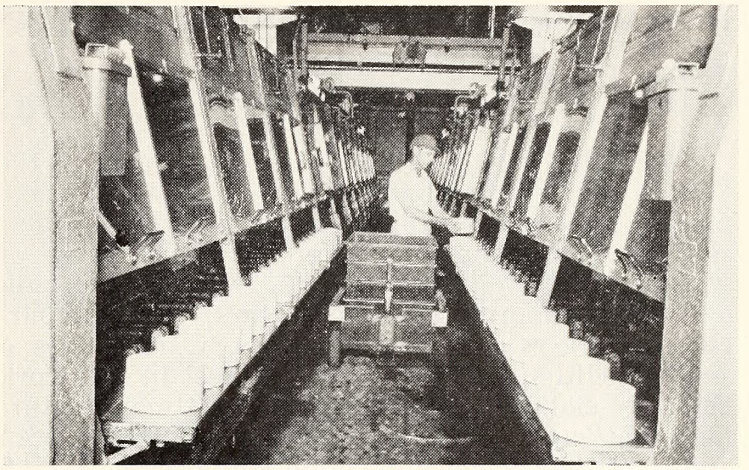
somewhat like desk blotters, are soaked in caustic soda and run through presses to eliminate most of the moisture. These sheets are then shredded into fluffy "white crumbs". They are then treated with carbon bisulfide becoming "orange crumbs". These crumbs are dissolved in dilute caustic soda, becoming golden brown viscose liquid somewhat like honey or molasses. After filtering and vacuum treatment to remove bubbles, this viscose is forced through a thimble-like metal cup called a spinneret. This viscose comes out through minute holes in the spinneret passing to a bath solution of dilute sulphuric acid and salts which turns it back into a solid thread—the yarn. This yarn is spun onto spools or into a revolving pot making it into a hollow cylindrical package known as a cake.

The spool spun threads are then washed, dried, twisted and finally wound on cones or beams or into skanks of yarns.

In the production of high tenacity yarn very much the same process is used except that these yarns pass through stretching and drying processes which increase the tensile strength and are then wound on beams.

Enka rayon is used alone in making many different kinds of fabrics. Also it is used mixed with wool, cotton, silk, nylon, dacron and other man-made yarns in the production of many types of fabrics. Enka specialists are studying, not only the future of rayon, but of other fibres as well. Its Research Department is studying the entire field of synthetic fibers, conducting tests and experiments, studying new products and comparing various products with others in order to keep fully abreast in the development of synthetic fibers. At present divisions of this department include Chemical, Physical, Textile and Polymer Research, Research Engineering and Pilot Plant. These activities require 70 chemists, physicists, engineers and technically trained personnel. Enka maintains chemical, microscopical and textile laboratories in each plant.

While most of the officers and directors of American Enka Corp. are Americans, three of the important directors live in Arnheim, Holland, and four



View of spinning room of American Enka Corp.

others live in New York City, while three are North Carolina residents, and the other six live in other states. Franklin D'Olier of Basking Ridge, New Jersey, is chairman of the board and J. E. Bassill, New York City, is president. Other officers are Gaylord Davis, Asheville, vice-president, treasurer and general counselor; Martin Wadewitz, Asheville, technical vice-president; H. H. Anning, New York, vice-president in charge of sales; Gordon V. Hager, Asheville, assistant treasurer, and Maurice Winger, Jr., Asheville, secretary. The three North Carolina directors are Claiborne McD. Carr, a native of Durham and for many years vice-president of American Enka Corp., now retired and living in Biltmore Forest, Asheville; J. Gerald Cowan, senior vice-president at the Asheville Branch of Wachovia Bank & Trust Co., and T. Holt Haywood, industrialist, Winston-Salem. Another director, A. J. L. Moritz, a North Carolinian and the man who ran the Enka plant for 20 years as technical vice-president, is now retired and resides in Jensen, Fla.

Executive and sales offices of American Enka Corp. are at 206 Madison Avenue, New York City. Sales offices are maintained in Providence, R. I., Greensboro and Chattanooga, Tenn., all key points in the textile industry.

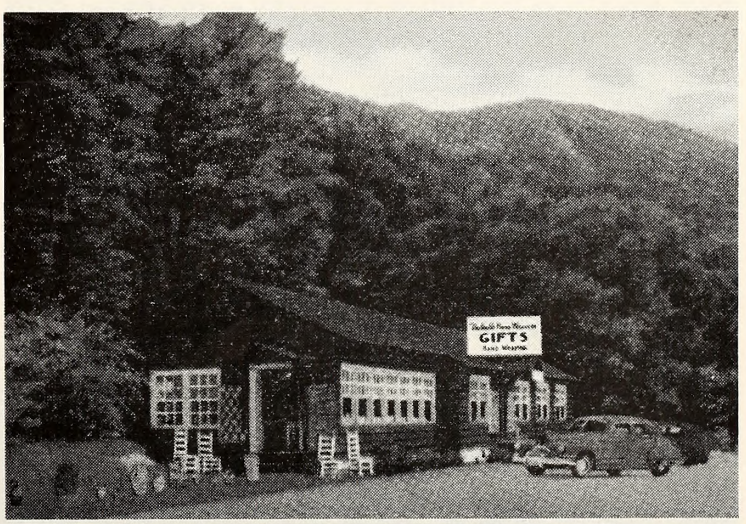
VALHALLA HAND WEAVERS MAKING HIGH QUALITY WOOLEN FABRICS

Valhalla Hand Weavers, Tryon, is a craft industry started May 1, 1941, with two hand looms by Ralph B. Lawrence and has since been operated by Mr. and Mrs. Lawrence. Mr. Lawrence has been engaged in the weaving craft for about 30 years. The plant is located about three miles north of Tryon on the Tryon-Hendersonville Highway and in the Valhalla community, a Biblical name meaning place of rest or refuge.

The plant started producing hand woven rugs during World War II and has continued to add to its products various items including homespun fabrics for men's and women's suits and all wool baby blankets. Recently the plant has added nylon hand woven drawstring hand bags which now constitute one of the larger items. Hand woven wool ties have long been a popular line. Basic products are two grades of men's and women's woolen suiting materials, eight ounce and ten ounce. Much of the thread is secured from Helton Woolen Mills in Ashe County.

Valhalla Hand Weavers have had four expansions during the eight years, increasing their hand looms from two to 12 and have added the gift shop, in

(Continued on Page 138)



Gift shop and part of plant of Valhalla Hand Weavers near Tryon.

NOW MOVING TOWARD THAT TITLE FOR PLAY CLOTHES TOO:

Blue Bell Long World's Largest Work Clothing Produce

Blue Bell, Inc., Greensboro, long recognized as the "world's largest producer of work clothes", is now marching forward rapidly in the quest of a new slogan as "undisputed first in the manufacture of work and play clothing for men, women and children". In approximately 50 years, through purchase, mergers and consolidations, it resembles a smaller edition of United States Steel in the work and play clothing industry with its 24 manufacturing plants and 15 warehouses in seven states, with approximately 5,300 production employees.

Blue Bell had its beginning in North Carolina when in 1904 C. C. Hudson started an overall business in Greensboro as Hudson Overall Co. Later this company was dissolved and Mr. Hudson bought the interests of his partners and continued to operate under the Blue Bell Overall Co. name. First operations were over a grocery store at 513 South Elm Street; later in an old abandoned church building on Arlington Street. Later the industry moved into a three-story building at South Elm and West Lee Streets. In 1919 Mr. Hudson moved his plant into a new factory at 626 South Elm Street in which a modern cafeteria was operated for the 225 workers. In 1923 a large addition was erected and the firm then increased its employment to 825.

Meanwhile around the turn of the century the Jellico Clothing Mfg. Co., at Jellico, Tenn., began operations with 12 machines as a subsidiary of Jellico Grocery Co., which sold most of its products. In 1915 Robert W. Baker joined this firm as secretary and in 1916 became vice-president and general manager. In that year this company had 35 sewing machines turning out bib overalls with a sales volume of $30,000 a year. In 1918 the firm erected a large modern building in Middleboro, Ky., and in that year the name was changed to Big Ben Mfg. Co.

Meantime Mr. Baker, in Jellico, and Mr. Hudson, in Greensboro, became friends and worked out a big deal late in 1926. As of the first of 1927 Mr. Baker's firm, Big Ben Mfg. Co., bought out Mr. Hudson's Blue Bell Overall Co. in what was described as a wedding with a million dollar dowry. Blue Bell at that time was the largest single company making overalls exclusively for the wholesale trade. In that year, also, the firm opened up sales offices in New York City, followed by offices in Chicago, Nashville, Dallas and Los Angeles.

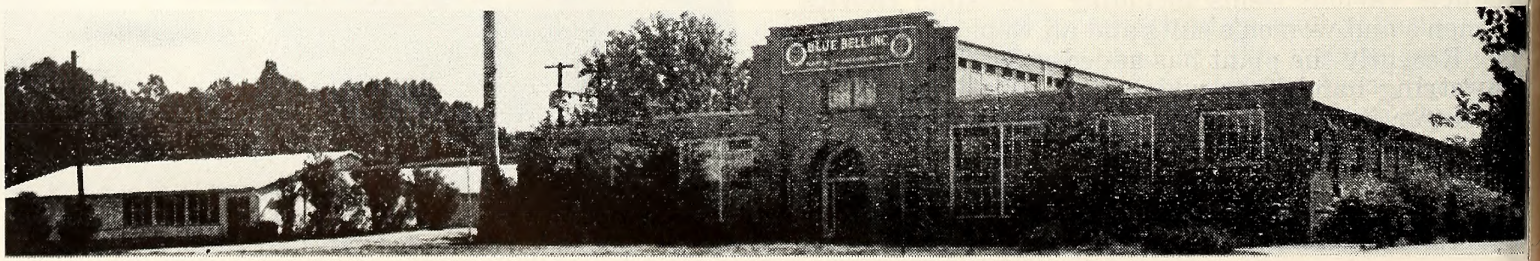
In the few years that followed, Mr. Baker brought into the firm several young men who were to become important figures in the organization and are still members of the official family. E. A. Morris, who has been president since 1948, joined the firm a consulting engineer and in 1937 joined Blue Bell a plant manager at Abingdon, Ill. E. W. Weant, no vice-president and general manager of manufactur ing, joined the company in 1932 as resident industria engineer. J. C. Fox, who had been with his fathe in the overall business in Atchison, Kansas, and late was buyer for J. C. Penney Co., joined the firm an became president in 1936, serving as such until 194

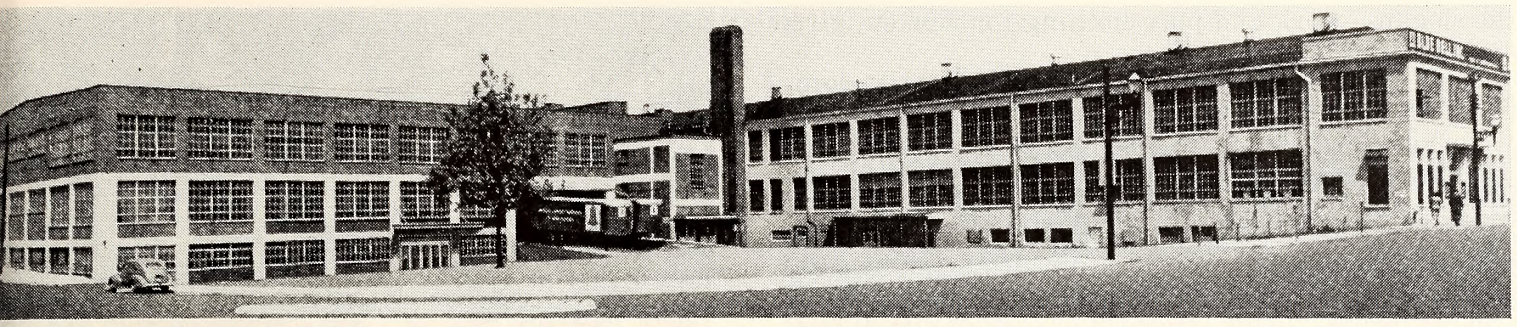
Later in 1936 Blue Bell Overall Co. bought th Globe Superior Corp. and the name of the consoli dated firm became Blue Bell-Globe Mfg. Co. Th Globe Superior firm was under management of Lloy Mosser and Charles Snyder, the result from a merge in 1920 of Globe Shirt and Overall Co., Abingdor Ill., and Superior Garment Co., organized in 1907 a Columbia City, Indiana. This firm, with plants i Abingdon and Canton, Ill., and Columbia City, Ind purchased in 1929 the Commerce National Mfg. Co of Commerce, Ga. When Blue Bell and Globe Supe rior merged in 1936, officials then and still wit Blue Bell include Roger Lematty, H. F. Mosher, Eu



Blue Bell, world's largest producer of work clothing, make overalls for world's largest boy, Robert E. Hughes of Barr Ill., weight, about 800 pounds, 6 ft., 2 in. tall, and chest 114 i Pair contains 9 yards of blue denim.

West Lee Street plant of Blue Bell.





South Elm Street plant of Blue Bell, Inc., Greensboro.

ene Stanley, T. F. Harden, W. C. Alderfer and A. L. omax.

An important announcement about this time, in 936, was that the fabrics used in the company's roducts were 100% sanforized. It developed that lobe Superior Corp. began the sanforizing process n 1934 as developed by Sanford Cluett from whom he process took its name and who had the full co-peration of the Blue Bell management. The first anforized denim was made by Erwin Mills, Inc., nd the first sanforized garments were produced at lue Bell's Abingdon, Ill., plant. Another important tep was then introduced—the "proportional fit" of lue Bell and Big Ben overalls with scientific size rrangements, including four leg and four bib engths for every waist size.

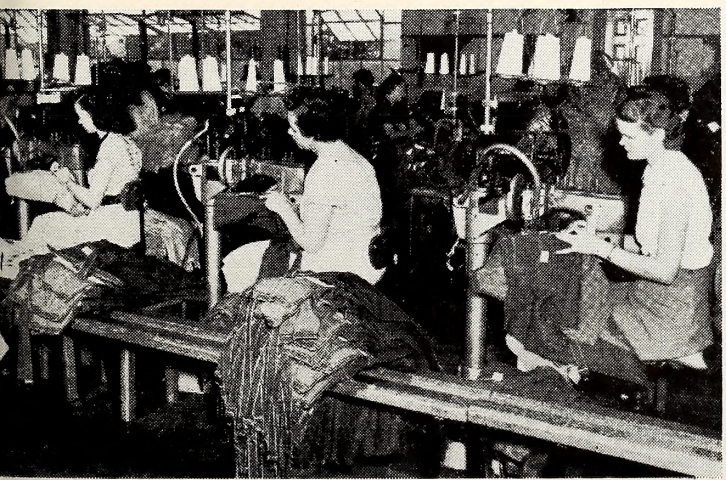
Early in World War II years, Blue Bell began an xpansion program to meet heavy requirements of he United States Government. In mid-1940 the ompany opened a plant on Greene Street and a few nonths later bought the Greensboro Full-Fashioned Hosiery plant on West Lee Street, converting it into coverall factory. Before the end of that year the lant at Middlesboro, Ky., was closed and a new lant bought at Natchez, Miss., thus adding produc-ion of semi-dress shirts and pants to Blue Bell prod-cts.

In the war period work clothes became war clothes nd under the government's admonition to "make it nappy" Blue Bell produced 21,670,000 garments for rmy, navy, air corps and marines. For the army it roduced jungle suits, one-piece suits, denim pants, oats, olive drab, herringbone jackets, trousers, khaki ress pants and shirts, and fly bars and barracks ags; for the air corps, flying suits, and for the navy, enim and white trousers, herringbone jackets and hirts. Blue Bell during the war period made many improvements and changes as well as additions to its lines of production, thus preparing it for more effective operation and better production of Blue Bell products in the postwar period.

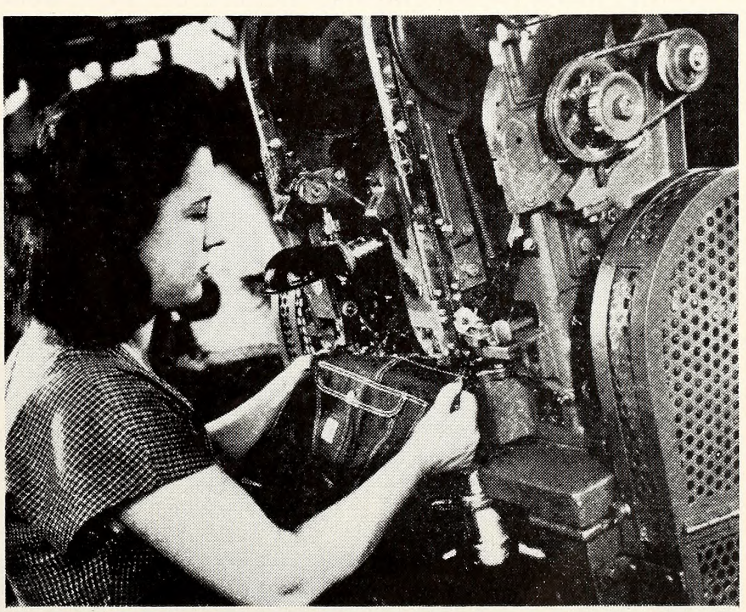
As the Blue Bell trade name became more important the Globe name was used less, and in 1943 the firm name was changed to Blue Bell, Inc. In that same year Blue Bell absorbed the Casey Jones interest, a firm that had been in operation for 31 years with headquarters in Baltimore. This gave Blue Bell that firm's one plant in Maryland and five plants in the vicinity of Luray, Virginia. Early in 1944 Blue Bell, in order to increase its output, leased a large plant in Lenoir and converted it to the manufacture of Blue Bell products.

Due to the rigorous standard maintained by Blue Bell, in 1944 the company won the right to display on Blue Bell, Big Ben and Casey Jones work clothes, the coveted Good Housekeeping Guaranty Seal. Thus Blue Bell, with this stamp of approval, was rapidly becoming known internationally as well as nationally. Later that year the Blue Bell executive offices were moved to 93 Worth Street, New York City, and the sales offices, formerly at 40 Worth Street, were moved to the executive office address.

In 1945 Blue Bell introduced Qualitag Labeling, a label attached to every garment giving full and complete information about the garment for buyers and users. Along with this went the firm's complete guarantee of each garment. This innovation helped to win for the firm the complete confidence and acceptance of the buying public and paved the way for ready sales of Blue Bell's added lines embraced in



Sewing overalls in Greensboro plant of Blue Bell.



Button Machine in Blue Bell overall plant in Greensboro.

the slogan—work and play clothing for women, girls and children.

Blue Bell has long been a leader in the work clothing field in paying splendid wages to its employees. It was among the first to offer employee services. In 1945 it established a group insurance plan for its employees and hospitalization and surgery plans for its employees and members of their families at a nominal premium generously subsidized by the company. It also established vacation with pay for one and two weeks, based on length of service and annual pay. Employees have advantage of modern cafeterias with food below cost and music during working hours. Four of the Blue Bell plants have monthly or twice-a-month newspapers. In Greensboro the publication is called "The Bell Ringer" and in Lenoir it is "The Needle Threader."

In its expansion program Blue Bell built and opened up a new plant in Oneonta, Ala., early in 1947 and a month later purchased the Mid-South Manufacturing Co. of Tupelo, Miss., with five plants and more than 1,000 employees. Purchase of this firm, organized in 1939 by William B. Fields and Rex Reed, gave the added lines of chambray and covert work shirts to Blue Bell products. Previously in 1946 the company had purchased a plant at Madison, Virginia.

In order to continue improvement, enlargement and expansion of its facilities, Blue Bell, in July, 1947, negotiated a term loan of $2,500,000 and sold $2,000,000 in preferred stock. Since that time it has built five new plants: one at Arab, Alabama, in 1948; one at Belmont, Mississippi, in 1949; one each at Nappanee and North Webster, Indiana, in 1951; erected a new building at Fulton, Miss., and bought another at Bushnell, Ill., earlier this year. Also in July, 1952, the firm opened a new sales warehouse at Fresno, California.

Blue Bell is a splendid customer of many other North Carolina industries. It purchases large quantities of plain and fancy denims from North Carolina mills, particularly Cone Mills Corp., Greensboro, and Erwin Mills, Inc., Durham, and threads from Threads-Incorporated, Gastonia, and other producers, both for its plants in North Carolina and those outside the State. Additional purchases from North Carolina firms include labels, elastics, buttons, webbing, buckles, zippers, cardboard containers, wooden shipping cases and other items which go into work and play clothes manufacturing.



Group clad entirely in Blue Bell products at Caldwell County Fair last year.

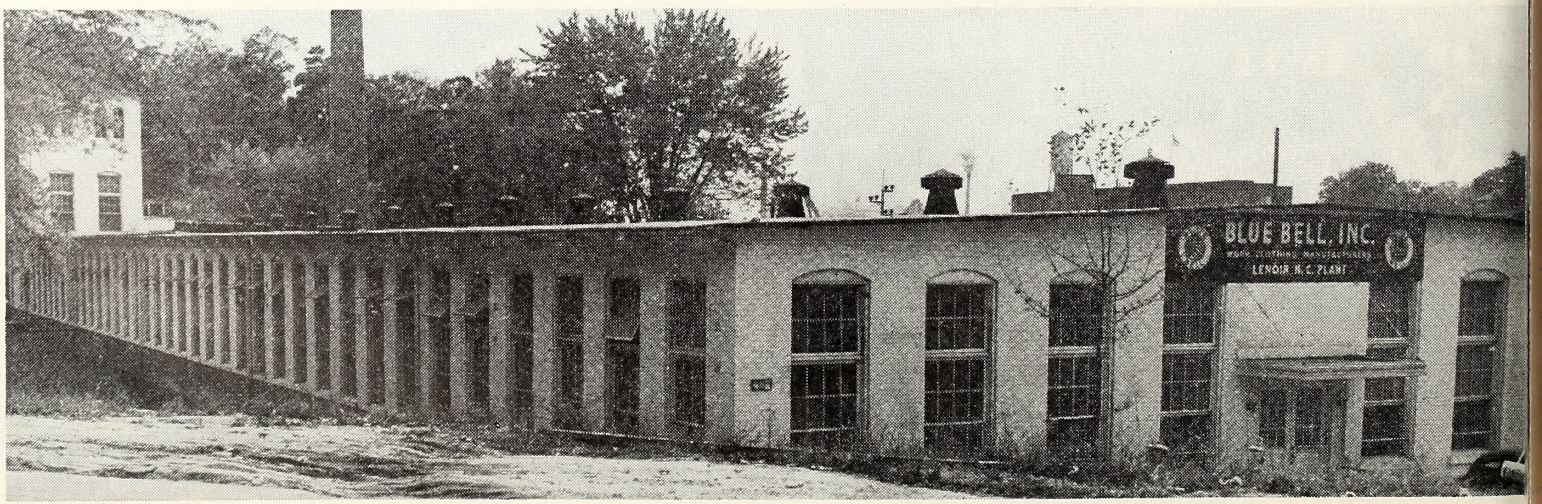
Working capital was increased from $1,368,00 in 1939 to approximately $7,000,000 as of Novembe 30, 1951. Sales, starting in the early days at aroun $30,000 a year, increased to above $20,000,000 i 1942 to $37,493,000 in 1949, and to an all-time hig of $46,630,000 in 1950 from all of the 24 plants Employing 5,300 workers in all of its plants, th annual payroll is approximately $7,000,000. Eac year these plants turn out around 27,600,000 indi vidual garments.

With its 24 producing plants, to several of whic additions have been made, and 15 warehouses locate in communities in which plants operate, Blue Bell i continuing its steady program of enlargement an expansion and is headed toward the goal of first i manufacture of work and play clothing for men women and children. The company moved its execu tive offices and Accounting Department from Ne York to Greensboro in 1949, the former in the Jef ferson Building with a staff of 23, and the latter i the Dixie Building with personnel of 106.

Blue Bell directors in 1948 re-organized its ke personnel with officers as follows: R. W. Baker, hon orary chairman of the Board; J. C. Fox, chairman o the Board and treasurer; E. A. Morris, president E. W. Weant, vice-president in charge of manufac turing; R. S. LeMatty, vice-president in charge o sales; J. B. Allin, vice-president in charge of mer chandise procurement and secretary. These officer

(Continued on Page 138)

Overall plant of Blue Bell at Lenoir.



IAND WEAVING, ANCIENT AND HONORED MOUNTAIN CRAFT:

Biltmore Industries World's Largest-Finest in Homespun

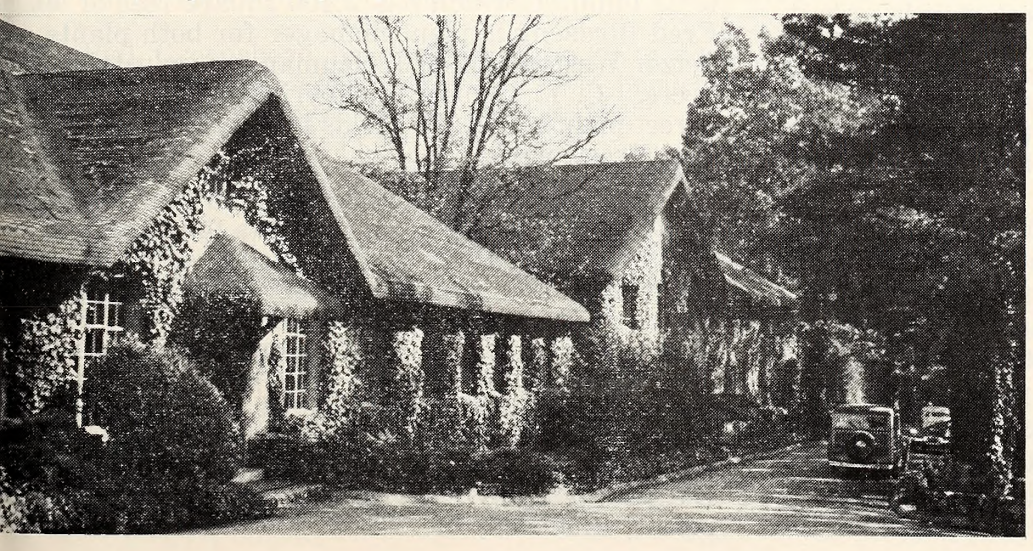
Biltmore Industries, Inc., Grove Park, Asheville, ne largest handwoven homespun industry in the orld, had its beginning in 1901 in a small craft chool established on the famous Biltmore Estate ear Asheville by Mrs. George W. Vanderbilt. As a evelopment from this little industrial school, Biltnore homespuns have established a reputation for igh quality woolen fabrics for men's and women's uits and coats that extends beyond the boundaries f the United States.

Mrs. Vanderbilt established this little school in rder to teach rural boys and girls the fundamentals n hand weaving, hand carving, needlecraft and other seful household articles. The mountain people had een hand weavers for generations, using crude nethods. They carded and spun their wool entirely y hand and did their weaving on the simplest form f hand looms. They dyed their cloth in colors obained from roots and herbs, including yellow hickory ark, black walnut roots and other such native prodcts. Their work was slow and tedious.

Mrs. Vanderbilt, with two capable assistants, tarted out to find improvements in these conditions. oys in the woodcarving shop worked out improvenents on the looms. Carding and spinning machines ere purchased and proper dyeing methods adopted. he school would take in crude wool, wash and dye by hand in fast colors, card and spin it and make into warps. These warps went into mountain omes where the handweaving was done. The cloth nus produced would come back to the school where was scoured and finished and placed on tenterook fences in the sun to dry and shrink. Tourists isiting mountain resort areas and visiting the school ould buy the cloth, the money going to the weavers.

The demand for these handwoven fabrics increased so rapidly that the school was not able to keep ace. Finally Mrs. Vanderbilt, in 1917, engaged in ull time war work, sold the equipment and the hand ooms to the late Fred L. Seely, who built and for nany years operated Grove Park Inn, classed as the nest resort hotel in the world. As the industry

ld English style vine-covered building housing Biltmore Industries, largest homespun producer in the world.





Weave shed of Biltmore Industries.

continued to grow, Mr. Seely built large English type stone buildings, soon covered with ivy, in which to produce these homespuns. Samples were displayed in Grove Park Inn and the many wealthy visitors ordered material. Largely by word of mouth the qualities of Biltmore homespuns became extensively known among a select clientele. Business by samples and mail orders continued to increase and additional buildings were erected to take care of the increased demand.

Biltmore homespuns, though rugged and strong, are not rough and shaggy but as beautiful and refined as only hand work can make them. They are made in many colors and shades and of several weights. The clean white wool from which they are produced is dyed by hand with the very finest imported dyes. The colors are pure, clean and distinctive. Pure mountain water from Mount Mitchell is used for scouring and cleaning the wool. After blending the various colors the wool is spun and woven, then scoured in hot soap suds an entire day, then hung on tenter-hooks all day in the sun to dry and shrink. The cloth is woven entirely by hand by native men and on looms built by hand in the shops which form a part of the Biltmore Industries group of buildings. Biltmore homespuns are the result of the finest wools, the fastest dyes and expert craftsmanship.

Biltmore homespuns are woven in weights that range from 4½ to 8 ounces to the yard, in which the range is from heavy overcoats to light summer weight materials. Some of the important types of hand woven fabrics include "Regular", a substantial closely woven cloth with hard twist weighing about 7½ to 8 ounces to the yard in both diagonal and basket weave; women's lamb wool in plain (basket) weave, very soft and suitable for women's suits and light coats, made in 50 colors; coat weights for men and women, a reinforced fabric of splendid texture; "Scotch Blackace", containing genuine Scotch

range from 4½ to 8 ounces to the yard, in which the range is from heavy overcoats to light summer weight materials. Some of the important types of hand woven fabrics include "Regular", a substantial closely woven cloth with hard twist weighing about 7½ to 8 ounces to the yard in both diagonal and basket weave; women's lamb wool in plain (basket) weave, very soft and suitable for women's suits and light coats, made in 50 colors; coat weights for men and women, a reinforced fabric of splendid texture; "Scotch Blackface", containing genuine Scotch Blackface wool, splendid for men's golf suits, business suits and women's coats; "Shetland" wool from the Shetland Island, about 25% heavier than regular men's suitings, for men's suits and spring coats and women's coats; "Tweed", a coarse shaggy weave for men's suits and women's and men's sports coats; "Hound Tooth", a fine check in beautiful shades in regular weight; Summer Weight, the lightest weight made by Biltmore Industries, weighing about 4½ ounces to the yard but strong and serviceable.

Following Mr. Seely's death in 1942, Biltmore Industries was taken over by his son, Fred L. Seely, Jr., who continues production along plans established by his father. In a recent reorganization, Alex M. Gover became president of the organization and general manager of the homespun activities. The organization is continuing the record it has established over more than 50 years of operation, during which business has been carried on in practically every city and town in the United States and every country in the world. Many friends visit the Biltmore homespun shops and guides carry them through and explain the various operations. They linger to purchase homespun fabrics and gift antiques, including hand carved woodwork.

Recently Biltmore Industries has established a custom tailoring division by means of which visitors may have suits and coats made to their individual measurements out of Biltmore homespuns right in the plant or send measurements and designate materials from which suits and coats may be made and forwarded to their residences.

VALHALLA HAND WEAVERS

(Continued from page 133)

which their own products and other items are sold at retail. Six of the looms are operated in the plant and six are distributed in homes in the surrounding area. This permits families to increase their income through work of older or otherwise disabled employees. The weaving is done on a purchase basis. In these seasonal operations about 30 workers are employed.

In addition to the retail trade which supplies summer and winter seasonal visits to the Isothermal area in which Tryon is located, the Valhalla Hand Weavers enjoys a splendid mail order business, supplying suitings, rugs, baby blankets and other items by distributing samples to prospective purchasers. The woolen products are made from wool produced by North Carolina grown sheep. The necktie woolens in plaids, stripes and solid and combination colors are produced from wool purchased in Ohio.

BLUE BELL WORK-PLAY CLOTHES

(Continued from Page 136)

and Sherrod Salsbury, Morganton, compose the board of directors.

Blue Bell has several plant-wide operations in Greensboro. In the executive offices in the Jefferson Building in addition to offices of the principal officers and executives are located the trucking division with D. D. Schiltz in charge; C. M. Andrew, purchasing agent; John Rall, assistant purchasing agent; E. F. Lucas and Laurence Wilson, salesmen; H. F. Mosher, head of quality control, and J. J. McIver, head of planning. In the accounting department in the Dixie Building are W. F. Dewey, comptroller; Frank Ingram, accountant; A. R. Davant, statistician; Bob Stumpf, order writing; Harold Silkworth, customer relations; W. R. Windham, cost.

Across the street from the plant at 626 South Elm Street is the designing department with Foster Tussey in charge. This building contains 6,000 square feet of floor space and 10 employees provide patterns for all plant sewing operations. In a separate building at 736 South Elm Street is located the company's printing department with 5,600 square feet of floor space and 15 employees under supervision of Norman Reynolds. In the plant at 626 South Elm Street are located the research department under Eugene Stanley; machine maintenance under H. T. Shaw; building and electrical maintenance under W. C. Wheeler and the sample department under W. I. Smallwood. In this building also are L. K. Mann, engineer, and Charles T. McNary, personnel director. All of these departments have a company-wide relationship to all plants.

Greensboro plants—The two plants, located on South Elm Street and West Lee Street, were built during earlier days of the firm's operation. These plants have been considerably enlarged, thoroughly modernized and equipped with up-to-date machinery. They employ about 730 workers at a weekly payroll of about $30,000 or about $1,560,000 annually. These are in addition to about 130 in the staffs of the executive and accounting departments. The two plants produce about 30,000 individual garments daily. The Elm Street building covers 96,800 square feet of floor space and the Lee Street plant contains 21,000 square feet of floor space, in addition to the separate cafeteria building which has 2,400 square feet of space. Fred Birdsong is plant manager for both plants and Setzer Weston and E. J. Bauman are industrial engineers. C. L. Gentry is superintendent of the Elm Street plant and R. D. Fields is superintendent of the Lee Street plant.

Lenoir plant—This plant, operated as a cotton mill by Bernhardt and Nelson interests for several years, was bought in 1943 by Blue Bell. After thorough renovation and installation of suitable machinery the plant started production early in 1944. Production is from 6,500 to 7,000 dozen garments a week. The plant employs almost 400 workers and contains more than 50,000 square feet of floor space. A. L. Lomax is plant manager, Robert S. Hines, industrial engineer, and R. W. Greeson, superintendent.—Data supplied by Charles T. McNary, personnel director, Blue Bell, Inc.

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V. 11 no. 1-2

N. C. TEXTILE FIRSTS

North Carolina State College has the largest and est equipped School of Textiles in the United States.

The Schenck and Warlick Mill in Lincoln County, ith a reported starting date in 1813, is credited ith being the first successful cotton mill started in orth Carolina. However, some evidence seems to dicate that the Battle Mill, now Rocky Mount Mills, eginning in 1818, was the first.

Leaksville Woolen Mills, with main plant now near harlotte, started at Spray "prior to 1853", is said be the oldest woolen mill in the entire south.

Cannon Mills Co., Kannapolis, is the largest towel anufacturing firm in the world.

Burlington Mills, Greensboro, is the largest manu- acturer of fine quality synthetic textiles in the world.

Cone Mills Corp., Greensboro, operates the largest annel mill and the largest denim mill in the world.

Erwin Mills was the first North Carolina firm to se the sanforizing process in the production of enims, early 1930s.

Textiles-Incorporated, Gastonia, leads the nation the production of fine combed yarns.

American & Efird Mills, Munt Holly, is one of the rgest producers of combed and carded yarns in the ation.

The Granite Plant at Haw River, now a unit of one Mills, was the first complete corduroy finishing lant in the South.

N. C. Finishing Co., on the Yadkin River near alisbury, is one of the largest commission finishing lants in the world.

Chatham Manufacturing Co., Elkin, blankets, is ne largest single woolen mill in one unit in the world.

The Hatch Mill, Columbus, of the Deering-Milliken roup, is one of the most modern and complete tex- le plants in the nation.

American Enka Corp.'s plant at Enka is one of the rgest single rayon plants in the world.

Blue Bell, Greensboro, has long been the "World's argest Producer of Work Clothes" and is headed ward making that claim for play clothes.

Biltmore Industries, Asheville, is by far the world's rgest hand woven homespun industry.

The Cliffside Mill, now a unit of Cone Mills, was nown early in this century as the largest gingham lant in the South.

The Fieldcrest Mills' electric blanket plant at pray produces more than one-third of all electric lankets manufactured in the United States.

North Carolina is the only textile manufacturing tate which has a State Recreation Commission, es- ablished by the General Assembly in 1946.

ASSOCIATION CHANGES 'COTTON' TO 'TEXTILE' — HALLETT IS PRESIDENT

The North Carolina Cotton Manufacturers Association, in annual meeting at Pinehurst, October 16-17, changed its name to North Carolina Textile Manufacturers Association. The change was made in order to embrace manufacturers of the various man-made fibers and synthetic fabrics.

H. K. Hallett, vice-president and general manager of Kendall Mills, Charlotte, was elected president, succeeding Carl R. Harris, Erwin Mills, Durham. E. N. Bower, Rockfish-Mebane Yarn Mills, Hope Mills, moved up from second to first vice-president. Hunter Marshall, Charlotte, secretary-treasurer of the association for 34 years, was reelected to this executive position.

Directors elected for three-year terms are Gordon A. Burkstresser, Roanoke Mills, Roanoke Rapids; J. C. Childers, Erlanger Mills, Lexington; N. A. Gregory, Erwin Mills, Durham; Don S. Holt, Travora Textiles, Inc., Graham; James A. Long, Jr., Roxboro Cotton Mills, Roxboro; Frank Willingham, Indera Mills Co., Winston-Salem.

Governor-nominate William B. Umstead, Durham, addressed the convention.

N. C. TEXTILE NOTES

The architect who drew the plans for the Roanoke Mills Co. and other buildings at Roanoke Rapids was Stanford White, whose name became known nationally later when he was murdered by Harry K. Thaw over the latter's wife, Evelyn Nesbit Thaw.

Fieldcrest Mills, Leaksville-Spray-Draper, in its Karastan Rug Mill, Leaksville, produces rugs so faithfully that only experts can tell them from Oriental rugs.

Collins & Aikman Corp., with its largest weaving plant near Roxboro and two other plants in the State, has come to be known as "America's Largest Weavers of Upholstery Fabrics."

Union Carbide & Carbon Corp., through a subsidiary, has made plans to build a huge $30,000,000 plant to manufacture dynel at Draper, near Spray, where the process of manufacturing calcium carbide was discovered many years ago.

Robbins Mills' Raeford Plant is the largest spun synthetic weaving mill on one floor under one roof in the world. This distinction belonged earlier to Robbins Mills' Aberdeen Plant.

Firestone Textiles' plant in Gastonia, formerly Loray Mill, is the largest textile plant under one roof in the world.

Fieldcrest Mills, Spray, is the only organization in the world which performs the complete operation of weaving, wiring and marketing the finished electric blanket.

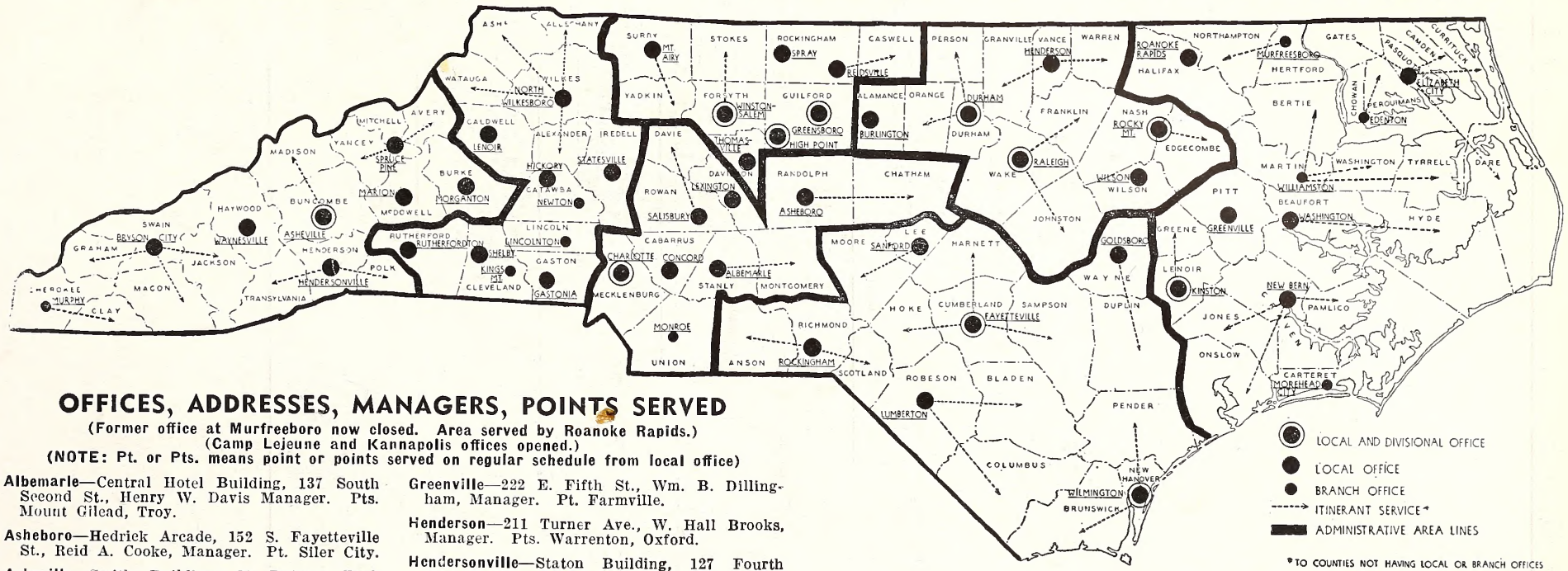
Gastonia is known as the capital of the fine combed yarn spinning industry since more combed yarn plants are located in and around Gastonia than in any other similar area in the world.

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66 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 55 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

(Former office at Murfreeboro now closed. Area served by Roanoke Rapids.)
(Camp Lejeune and Kannapolis offices opened.)
(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Henry W. Davis Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 152 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Smith Building. 38 Battery Park Ave., Bonny C. Wilson, Manager. Divisional Office, Savoy Hotel Bldg., 31 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Robbinsville, Franklin, Sylva.

Burlington—Piedmont Hotel Building, 134 West Andrews St., Charles R. Stone, Manager.

Camp Lejeune—Navy Warehouse opposite Labor Board, Midway Park, Duke Amerson, Manager.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—Pythian Bldg. Annex, Market St., Lewis B. Morton, Manager.

Durham—Pollard Building, 111 N. Church St., Mrs. Ethel C. Lipscomb, Manager. Divisional Office, 126 Parrish St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, Manager. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Howard W. Winstead, Manager. Pts. Currituck, Manteo, Buxton.

Fayetteville—Prince Charles Hotel Building, S. Thaddeus Cherry, Manager. Divisional Office, 133 Pittman St. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Broekman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207-211 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Doyle A. McCool, Manager. Divisional Office, Barnes

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—4 First Ave., N. W. H. D. Boyles, Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Kannapolis—220-A Oak St., S. W. Patterson, Manager.

Kings Mountain—Bridges Building, S. Cherokee St., Mrs. Mary B. Goforth, Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St., Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second St., John R. Fish, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, Manager.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ East Court St., David S. Gray, Jr., Manager.

Monroe—American Bank & Tr. Co. Bldg., 102 E. Franklin St., Lawrence Setzer, Manager.

Morehead City—103 S. 4th St., Mrs. Julia P. Tenney, Manager.

Morganton—Davis Bldg., 306 S. Green St., Austin L. Clodfelter, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 125 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yad-

Murphy—A & P Bldg., 2nd Floor, Peachtree St., Jack T. Burrus, Manager.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Mrs. Kathryn A. Lott, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., James A. Gawthrop, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., W. Alan Knight, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—Wilkinson, Bulluck & Co. Bldg., 126½ N. Main St., Wm. J. Ecklar, Manager. Divisional Office, Douglas Building, 211 N. Main St. Pt. Tarboro.

Rutherfordton—Williams Building, 201-205 W. First St., Earle W. Justice, Manager. Pt. Forest City.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocks-

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern Pines, Pinehurst.

Shelby—Royster Building, 210 S. Washington St., John H. Wilson, Jr., Manager.

Spray—County Adm. Building, Boone Road, Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 46½ Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pt. Canton.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—Employment Security Bldg., 304-306 Chestnut St., William H. Powell, Manager. Divisional Office, Employment Security Bldg., 308 Chestnut St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office

THE E. S. C. QUARTERLY

OLUME 11, NO. 1-2 WINTER-SPRING, 1953

North Carolina Produces 40 Percent of Nation's Hosiery, Leading All Other States; Other Knit Products Expanding

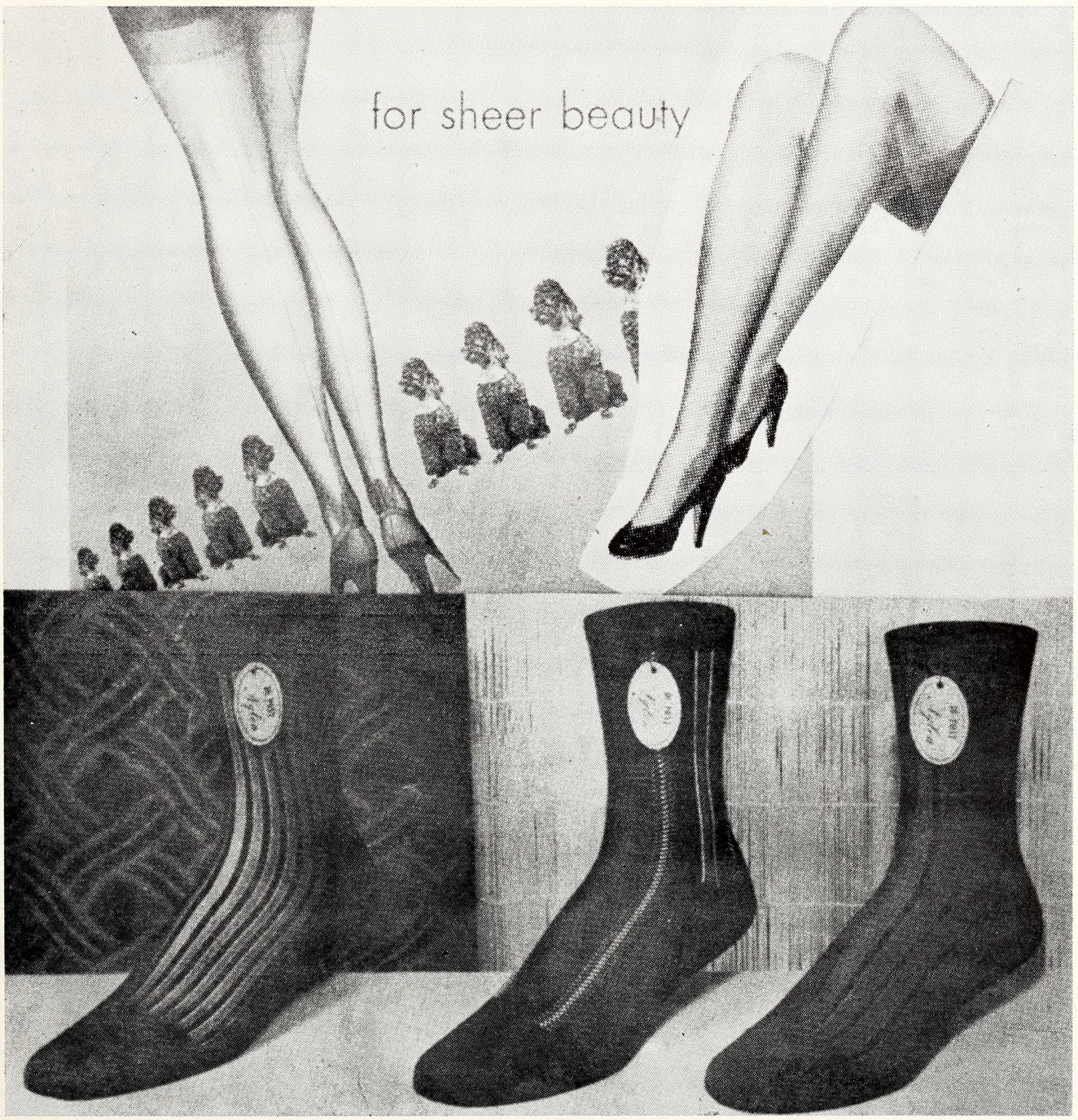


PHOTO BY ROBERT M. DU BRUYNE

Samples of quality women's and men's hosiery produced in North Carolina. (See page 53, top, right)

PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 11, Numbers 1-2 Winter-Spring, 1953

Issued at Raleigh, N. C., by the

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Public Information Officer

Cover illustrations represent typical North Carolina industries or business activities under the Employment Security Program.

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Note: Articles not otherwise credited, written by M. R. Dunnagan, Editor.

NORTH CAROLINA HOSIERY LEADE

North Carolina not only leads all states in the n tion in the manufacture of hosiery but produces mo than 40 percent of all hosiery manufactured in t entire nation. Moreover, North Carolina manufa turers add more to the value of hosiery throu manufacture than any other state, a margin that increasing due to the steady advance in the produ tion of higher quality, higher type and higher pri of the State's hosiery products.

Half a century ago North Carolina had only handful of hosiery mills. Most of these were produ ing not more than one or two colors, one or two siz and one or two types of cheap cotton stockings a socks. Silk stockings was being produced in tv small plants in North Carolina 30 years ago, but small quantities, and experimentally. Practically a of the progress and expansion in hosiery productio in the State has been made in the past 25 years.

Today North Carolina has fully 425 hosiery plan employing more than 50,000 workers and producir much of the finest women's and men's, misses' a boys' and infants' hosiery to be found anywhere the nation. Employment Security Commission re ords show that in the second quarter of 1952, t State had 377 hosiery mills in operation and covere by the Employment Security Law; that is, with eig or more employees, and that these firms employe 49,065 workers. Of these firms, 256 produced sea less hosiery, employing 26,048 workers, and 121 we classed as full-fashioned hosiery mills, employir 23,017 workers. Numbers of these were producir both full fashioned and seamless hosiery. Anothe 57 firms employing 11,223 workers were producir other knit goods, such as underwear, outerwear a knit specialties.

However, these are not definite figures. The ES records show 70 or more other firms which had bee in operation and some of them still are. Some ha consolidated with or been absorbed by other firm Some may have been in suspension temporaril Estimates are that probably more than 50 firms d not have as many as eight employees and were th not subject to the ES Law. Numbers of fully em ployed mill workers have bought one, two, or a fe small machines when the employing firm was su planting them with more modern machines, set the up in a garage, a shed or in one room of the home an thus became hosiery manufacturers. Many of th State's successful and substantial firms started i some such manner.

North Carolina hosiery manufacturers seem t have a mania for turning most of their profits bac into the plants—building new mills, buying the ver latest in machinery and equipment. This means, to in case of full fashioned hosiery, that the machine are much larger—with more sections—and thus ir crease production. Seamless hosiery no longer co notes the cheap cotton stockings of 50 years ag Among them are the high quality nylon hosier worn by fashionable women today. Seamless hos also include the fine grades of men's half hose an anklets, misses', boys' and infants' hose, plain, fanc and high-styled.

The hosiery industry has its ups and downs, i sensitive to economic conditions. Last year goo gains were made in production, but prices wer down, tending to balance income of the industry But the industry is growing up and is becoming a important feature of the North Carolina economy.

North Carolina Produces 40 Percent of Nation's Hosiery

By E. STANHOPE DUNN, *Supervisor of Reports and Analysis, Bureau of Research and Statistics, ESC*

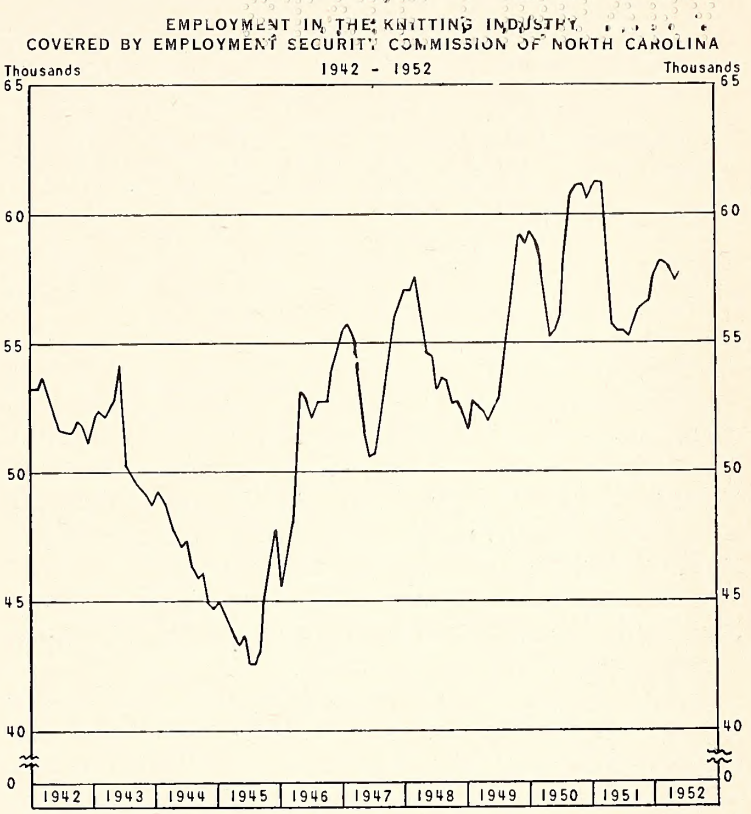
"Hosiery Comes to North Carolina" is no exaggeration for during the past 30 years North Carolina has been rising rapidly in importance in the hosiery industry, and has out-gained all other states. More hosiery employment, production, value of product, etc., are now found in North Carolina than in any other state. Over one-third (and some statistics support a figure of 40 percent) of ALL hosiery is made in this State, the closest state being Pennsylvania, which accounts for slightly over one-fifth of the national total. Following Pennsylvania is Tennessee, with about 12 percent.

Today, North Carolina has an employment of about 50,000 engaged in hosiery production and about 60,000 workers employed in the entire knit goods industry. (Second quarter, 1952, employment under the Employment Security Program amounted to approximately 49,000 in hosiery and over 11,000 in the other branches of the knit goods industry.) The significance of these figures is evident when one realizes that total national employment in hosiery was only 126,491 in 1947 (see Table III). In the 1947 Census of Manufactures 1,355 firms were reported as being engaged in hosiery production as compared with 411 located in North Carolina.

TABLE I—HOSIERY PLANT FACILITIES AND PRODUCTION N. C., SOUTH AND U. S., 1951.

TYPE OF HOSIERY AND AREA	PRODUCTION				
	No. of Mills	No. of Machines	Millions of Pairs	Percent of South	Percent of Nation
AMLESS					
North Carolina	255	38,395	576.0	58.3	46.3
Southern States	370	69,400	987.6	----	79.4
United States	604	----	1,243.2	----	----
LL FASHIONED					
North Carolina	126	2,400	210.0	60.0	34.4
Southern States	203	4,175	292.8	----	57.4
United States	767	10,945	614.4	----	----
L HOSIERY					
North Carolina	381	----	786.0	----	42.3
United States	1,371	----	1,857.6	----	----

Source: Data from Taylor Durham, president and secretary, Southern Hosiery Manufacturers' Association, Liberty Life Building, Charlotte, N. C.



This State's leading hosiery producing counties (with approximate covered employment in second quarter, 1952, in parentheses) are: Guilford (8,250); Alamance (6,150); Catawba and Randolph (4,250 each); Burke (3,250); Mecklenburg (2,600); Forsyth (2,875); and Surry (2,400). Fifty-six out of the 100 counties in North Carolina report some covered employment in hosiery, with 38 of these counties having hosiery employment of over 100.

The accompanying tables depict the relative importance of North Carolina as a hosiery producing state and its position among other leading states in the United States.

In 1899 North Carolina had less than 2 percent of

TABLE II—LEADING STATES IN HOSIERY MANUFACTURING IN 1947 (Dollar Amounts in Thousands)

STATE	TOTAL HOSIERY				FULL FASHIONED				SEAMLESS			
	No. of Est.	Value Added By Mfg.		Value of Prod. Shipped		Value Added By Mfg.		Value of Prod. Shipped		Value Added by Mfg.		Value of Prod. Shipped	
		Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
nited States	1,355	$483,174	100.00	$ 858,279	100.00	$ 319,369	100.00	$ 531,519	100.00	$ 163,805	100.00	$ 326,760	100.00
orth Carolina	411	141,547	29.30	261,293	30.44	71,511	22.39	122,741	23.09	70,036	42.76	138,552	42.40
ensylvania	428	141,482	29.28	228,500	26.62	124,024	38.83	194,315	36.56	17,458	10.66	34,185	10.46
ennessee	97	40,846	8.45	74,372	8.67	18,124	5.67	29,587	5.57	22,722	13.87	44,785	13.71
eorgia	60	24,765	5.13	42,561	4.96	8,841	2.77	13,684	2.57	15,924	9.72	28,877	8.84
isconsin	18	17,045	3.53	25,131	2.93	13,712	4.29	18,910	3.56	3,333	2.03	6,221	1.90
ew Jersey	77	15,888	3.29	25,460	2.97	15,101	4.73	23,596	4.44	787	0.48	1,864	.57
linois	16	15,790	3.27	39,010	4.55	11,470	3.59	28,788	5.42	4,320	2.64	10,222	3.12
irginia	32	14,932	3.09	26,447	3.08	11,940	3.74	19,704	3.71	2,992	1.83	6,743	2.06
diana	10	11,470	2.37	28,788	3.35	11,470	3.59	28,788	5.42	*	----	*	*
ew York	35	10,076	2.09	22,705	2.65	5,814	1.82	14,918	2.81	4,262	2.60	7,787	2.38

* Not reported, but amount is relatively small (two establishments).
SOURCE: U. S. Census of Manufactures—1947—(Latest Available)

TABLE III—PRODUCTION EMPLOYMENT IN HOSIERY AND KNIT GOODS IN UNITED STATES AND NORTH CAROLINA—1947 AND 1939

Industry Group	United States		North Carolina			
			1947		1939	
	1947	1939	Number	% U. S.	Number	% U. S.
Total Knitting	212,962	236,628	46,692	21.93	46,157	19.51
Hosiery	126,491	159,052	41,178	32.55	42,664	26.82
Full Fashioned	65,148	97,200	15,669	24.05	20,347	20.93
Seamless	61,343	61,852	25,509	41.58	22,317	36.08
Outerwear	30,596	23,437				
Underwear	37,546	37,478	3,998	10.65	3,102	8.28
Gloves	4,955	5,574				
Fabric	12,502	9,548	1,516	12.13	391	4.10
Other	872	1,539				

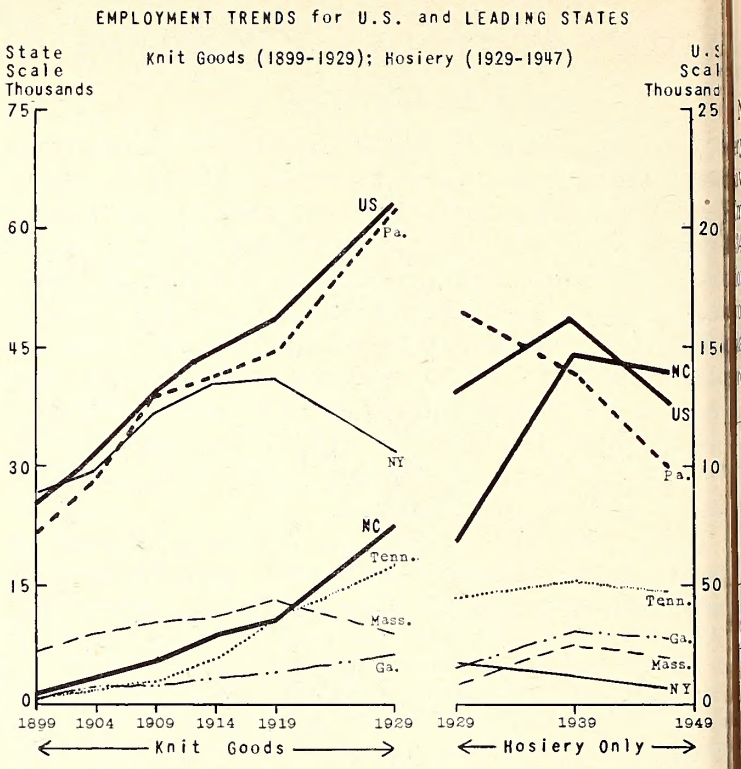
SOURCE: U. S. Census of Manufactures—1947—(Latest Available)

the national employment engaged in the entire knitting goods industry (it was 1929 before a more detailed industrial breakdown of this industry readily permitted specific hosiery employment). At that early date (1899) New York led all states with knit goods employment of about one-third—the position North Carolina holds today in the hosiery segment of the knit goods industry. Following New York was Pennsylvania with about one-fourth of the industry's employment.

It is interesting to note at this point that of the two leading knit goods states in 1899, New York and Pennsylvania, only the latter has continued to maintain a fairly constant share of the industry. Actually, Pennsylvania gained moderately for a while, for in 1929 Pennsylvania accounted for about 30 percent of the national knit goods employment and about 38 percent of the national hosiery employment. Thereafter, that state suffered a decline in hosiery employment, having only 23 percent in 1947 and today probably one-fifth of all hosiery employment in the United States. In contrast, New York started with 31.8 percent of knit goods employment in 1899 which figure had declined to 15 percent by 1929; furthermore, in 1929, that State had only 3.6 percent of the country's hosiery employment, and today probably less than 2 percent (see Table II).

Nothing could depict better the rapid rise that North Carolina has enjoyed during recent years in the hosiery industry than the accompanying charts which show this steady and spectacular growth.

From 1899 to 1919 North Carolina's proportion of national knit goods employment rose from 1.79 percent to 5.92 percent, a treble growth. Within the next ten years to 1929 this proportion nearly doubled, rising from 5.92 to 11.0 percent. In that year (1929), specific hosiery employment figures became readily available, the data showing that North Carolina comprised 15.18 percent of national hosiery employment. Within the next ten years from 1929 to 1939, the State's percent of the national hosiery employment practically doubled again, rising from 15.18 to 28.03 percent. The last eight years shown in the table, 1939-1947, North Carolina increased its share only moderately—from 28.03 to 32.55 percent. Since 1947, North Carolina has continued to gain and now accounts for about 40 percent of the national production. Despite this lion's share of th industry, hosiery plants continue to spring up in thi State.



Despite this exceedingly favorable employmen trend and despite the distinction of being the leadin hosiery producing State in the nation, it would b amiss not to point up the considerable instability o employment in this industry. Hosiery in Nort Carolina is not only prominent from a national viev point, but it is of equal significance locally in its im pact on the unemployed groups.

Few industries in North Carolina, excluding th obviously seasonal industries such as tobacco process ing, fertilizer, etc., have more erratic gyrations i employment than this segment of the textile indus try. This point may be illustrated by a monthl employment curve, which is found on page 3, and b comparing the average contribution rate paid by em ployers on taxable wages for the unemployment com pensation trust fund with the rates paid by selecte industries and all industries.[1]

Whereas the average contribution rate for all in dustries in 1951 was 1.49 percent of taxable wages 1.42 for tobacco, 1.81 for construction, and 1.87 fo the entire textile industry (which was depresse generally during the period), the rate was 1.75 fo the knit goods industry in North Carolina (of whic hosiery comprised 88 percent of employment i 1947). This contribution rate of 1.75 compares wit 0.76 for the entire Finance, Insurance, and Real Es tate Group and with 0.91 for the Transportation Communication, and Utilities Group, both of which are examples of relatively stable industries.

The trend of covered employment in the knit goods

(Continued on Page 53)

[1]The average contribution rate is believed to be a good indication of the relative stability of employment among industries because, as a rule, the more stable an industry's employment is, the lower the contribution rate it has to pay; that is, the smaller the unemployment in the industry, the smaller the contribution required for unemployment compensation.

State Has 56 Counties Producing Hosiery and Other Knit Goods

North Carolina has 56 counties which contain hosiery and other knitwear products plants, 38 of them having hosiery employment in excess of 100 workers. Employment Security Commission figures show that 34 hosiery and other knitting plants were in operation in the second quarter of 1952, employing 60,288 workers. This is not the complete picture, for some plants were not operating during that period, and probably 50 small plants (with less than eight employees) are not covered by the Employment Security Law. Of these 56 counties, 35 contained seamless hosiery plants and 37 had full fashioned hosiery plants, numbers of them producing both types. And, 24 counties had plants producing knit products other than hosiery. These counties, with types of plants, numbers of plants and numbers of employees, in the second quarter of 1952, follow:

Counties	All Knitting		Hosiery				All Other Knitting	
			Seamless		Full Fashioned			
	No. of Firms	Employment	No. of Firms	Employment	No. of Firms	Employment	No. of Firms	Employment
ate Total	434	60,288	256	26,048	121	23,017	57	11,223
lamance	54	7258	27	1562	20	4606	7	1090
lexander	3	179	2	*	0	0	1	*
nson	3	391	0	0	1	*	2	*
she	1	*	0	0	0	0	1	*
very	1	*	1	*	0	0	0	0
uncombe	4	424	2	*	2	*	0	0
urke	22	3281	12	1780	8	1471	2	*
abarrus	7	1083	2	*	4	721	1	*
aldwell	4	227	3	107	1	*	0	0
aswell	2	*	0	0	2	*	0	0
atawba	75	5637	68	4094	3	148	4	1395
hatham	2	*	0	0	2	*	0	0
herokee	1	*	0	0	1	*	0	0
leveland	2	*	1	*	1	*	0	0
umberland	2	*	0	0	1	*	1	*
avidson	22	2306	20	2073	1	24	1	209
uplin	1	*	0	0	0	0	1	*
avie	1	*	1	*	0	0	0	0
urham	7	1201	4	226	3	975	0	0
dgecombe	2	*	2	*	0	0	0	0
orsyth	9	6457	7	2851	1	13	1	3593
aston	14	1597	3	536	5	716	6	345
ranville	2	*	1	*	1	*	0	0
uilford	39	8327	26	4441	10	3826	3	60
alifax	1	*	1	*	0	0	0	0
enderson	7	395	3	234	4	161	0	0
edell	5	769	1	*	1	*	3	566
ee	2	105	0	0	2	105	0	0
enoir	1	*	0	0	1	*	0	0
incoln	1	*	1	*	0	0	0	0
IcDowell	14	537	12	457	1	*	1	*
ecklenburg	16	2786	0	0	12	2629	4	157
itchell	3	370	3	370	0	0	0	0
ontgomery	8	574	8	574	0	0	0	0
oore	4	230	2	*	1	*	1	*
ew Hanover	2	*	0	0	0	0	2	*
range	2	**	0	0	2	*	0	0
asquotank	2	*	2	*	0	0	0	0
erson	1	*	0	0	0	0	1	*
tt	1	*	0	0	1	*	0	0
olk	2	*	0	0	2	*	0	0
andolph	35	4457	17	1447	15	2800	3	210
ichmond	2	*	1	*	1	*	0	0
obeson	3	115	0	0	0	0	3	115
ockingham	3	1360	0	0	2	*	1	*
owan	3	55	2	*	0	0	1	*
utherford	1	*	0	0	1	*	0	0
anly	7	1337	2	*	5	1200	0	0
urry	19	3309	12	2200	1	*	6	893
vain	1	*	0	0	1	*	0	0
ransylvania	1	*	0	0	1	*	0	0
nion	1	*	0	0	1	*	0	0
ance	3	105	3	105	0	0	0	0
ake	1	*	1	*	0	0	0	0
ilkes	2	*	2	*	0	0	0	0
ancey	1	*	1	*	0	0	0	0

*) When less than three firms are shown, employment is not given to prevent disclosing Employment Security Commission figures on employment of individual firms. Omitted figures are included in totals.

Historic Highlights in Development of Hosiery-Knitting

By MILDRED BARNWELL ANDREWS

One article of apparel which every person wears, regardless of age, sex or station in life, is hosiery. Women wear full-fashioned or circular knit hosiery; men wear half-hose; children of today wear either ankle sox, bobby sox, or knee length, depending upon the seasonal fashion; even the new born infant wears a bootee. Each of these styles is a product of the knitting machine, the basic machine which has made possible the vast hosiery industry of the United States, and one of the greatest industrial developments of North Carolina.

Compared to weaving, any historical reference to the art of knitting is relatively recent. Knitting is supposed to have originated in Scotland, but by the fifteenth century the art had spread to England and the Continent.

Elastic characteristics of knitted garments, which could be fashioned to fit, challenged knitters' designing talent. Underwear, shirts, warm jackets, as well as hosiery, were a natural development in knitted apparel. Every female was taught to knit as soon as she was old enough to control the needles, and cottage knitting became a trade. In 1488, during the reign of Henry VII, and as one of the sovereign's attempts to encourage commerce and industry, England fixed the price of knitted headgear or caps.

Knitted stockings had rapidly supplanted the ungainly and uncomfortable cloth stockings which wound about the leg like spiral puttees. For courtiers and noblemen, silk hose then replaced the ordinary woolen, and there is record of a fine pair of knitted silk stockings sent from Spain to Henry VIII (circa 1509-47). Knitting, like weaving, became a craft, and in 1527 a Hosiery Knitters' Guild was formed in France.

In 1589, William Lee, of Nottingham, England, invented the first knitting machine. Lee, a young curate of St. John's College, had broken a rule of the college against curates marrying and, consequently, had lost his position. His wife, a skilled and speedy knitter, went to work with her knitting to help support the family while Lee was unsuccessfully trying to get another job. During this period, watching his Cecily's busy needles, Lee began experimenting with a machine for knitting stockings. Upon its completion he applied for a patent, but Queen Elizabet refused the grant on the basis that the machir would throw hand knitters out of employment. Le took his stocking machine to France. Althoug later Queen Elizabeth marveled at the fine silk hos of France's Henry II, and although the export c French knitted stockings grew amazingly, it was nc during Lee's lifetime that the great importance c his invention was recognized.

In France, however, the great Richelieu (abou 1640) encouraged the knitters, and, at Chartre men, women, and children spent every moment whe they were not at work on their farms knitting woole stockings. A good knitter could knit three stocking a day. Knitting of stockings became such a consum ing industry in the little town of Tricot (near Beau vais, in France) that *tricoter* became the verb fo knitting, and from it today the tricot machine i identified.

In the young American colonies interest in knit ting was spurred along when the Governor of th Colony of Virginia offered, in 1662, a premium o ten pounds of tobacco (commonly accepted as lega tender) for every dozen pairs of woolen or worste stockings; and in Pennsylvania knitters of coars yarn stockings are said to have received one hal crown a pair in 1698.

The principle of hand knitting is that a require number of loops of yarn are cast onto a straight lon needle. With another similar needle, the knitte wraps a loop of yarn around the needle and pull the fresh loop of yarn through the nearest loop o the first needle, transferring the loop from the firs to the second needle in the process. Each complet transfer of all the loops from one needle to anothe in this method makes a row, and adds to the lengt of the finished material by the width of the loop Continuous repetition of this process back and fort eventually results in a knitted fabric. In his machin the Reverend Lee kept this principle of formin fabric through continuous looping of yarn, but in stead of the straight needle which is employed i hand knitting, he developed a small needle with hook in the end which pulled the loops through on another.

Lee's machine, a stocking frame of a flat bed type with his spring-beard needles, was a crude thing Bobbins of yarn were placed on the floor and yar was laid across the needles by hand. Jacks, actin in conjunction with sinkers, allocated the yarn fo each loop. The little machine knitted eight loops t the inch. Today machines are capable of knitting 4 loops to the inch.

Stockings were first knitted by machinery i America at Chester, Pennsylvania, in 1723. Th frames were brought over by German settlers as th English government had placed strict regulation

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The author—Mildred Barnwell Andrews, who is a previous contributor to The E. S. C. Quarterly, gained much of her textile experience in North Carolina. She has written and lectured on the textile industry, its achievements, its problems, and its great sociological influence for many years. Once when being introduced to an audience it was said "She is not a person, she is a tradition."

She was Executive Secretary of the Southern Combed Yarn Spinners Association, in Gastonia, for about 16 years, and during her stewardship the organization grew into national prominence. She was active in the organization of the textile mills industrywide public relations program, serving as Committee Representative of the Textile Committee on Public Relations, of which Mr. C. A. Cannon is chairman. During World War II she was special consultant on textiles in the Office of the Quartermaster General, and was a member of the War Production Board's Industrial Salvage Committee.

Mrs. Andrews has recently been appointed public relations director for the American Textile Machinery Exhibition to be held in 1954, under the sponsorship of the American Textile Machinery Association, of which Frederick W. Howe, Jr., of Crompton & Knowles Loom Works is president.

gainst exportation of stocking frames to the colnies.

England maintained a strong position in machine evelopments and closely guarded each newly inented process. In 1758 Jedidiah Strutt, who later as in partnership with Richard Arkwright, invented a machine for "making turned ribbed stockings nd other goods". And in 1775 a Mr. Crane of dmonton, England, succeeded in applying warp to he stocking frame, receiving the first patent for a warp knit machine".

Restrictions on imports of machinery and the inreasing need for a stocking industry led to various ypes of incentive offers for inventions of machines nd establishment of factories in America. In 1766 he Society of Arts of New York offered a prize of en pounds for the first three stocking looms of iron. here is no record that the prize was ever awarded. en years later, when the Declaration of Independnce was newly signed (1776), one of the first appropriations made by the Committee of Safety of Maryland was 300 pounds to Mr. Coxendefer, of rederick County, for the purpose of establishing stocking factory.

The next development of importance in knitting nachines was the tricoteur, a circular knitting mahine, which was invented in 1816 by M. I. Brunel, ut not until 1847, when the latch needle was inented was there any change in the springbeard ype needle developed by William Lee nearly 300 ears before. Several claims exist as to the inventor f the latch needle: Some say that Matthew Townend of England invented it; France claims that the nachine was invented there, and in America it is aid that the machine was developed by a Mr. Aiken f New Hampshire.

The latch needle is generally used today and is nstrumental in speeding up machine operation. It s a small steel needle with a latch, like a door latch, n it, permitting the eye which holds the yarn to lose as it pulls the yarn through the loop, and to pen and release the yarn as the new loop is made. he simple principle of creating fabric through the nethod of pulling yarn through a series of loops olds true on the highly complicated and brilliantly erforming knitting machines of today, which, hrough their mass production, have made the knit oods industry such an important one.

Despite continued drastic English restrictions gainst export of machinery, knitting machines for merican use were smuggled into the country from ngland during our Industrial Revolution. Townend left England and settled in America and doubtess contributed something to the growth of the nitting industry in this country. At any rate, the merican industry had quickly expanded. In 1831 imothy Baily of Albany, New York, succeeded in pplying water power to the old stocking frame of he Reverend Lee; and a year later Baily & Co. began peration of their factory, employing water power r steam for the first time in the manufacture of nitwear, in Cohoes, New York.

KNITTING ARTS EXHIBITION ATLANTIC CITY, APRIL-MAY

North Carolina hosiery and knit goods manufacturers are interested in the biennnal Knitting Arts Exhibition scheduled for April 27-May 1 this year at Atlantic City, N. J., and sponsored jointly by the National Association of Hosiery Manufacturers, the National Knitted Outerwear Association and the Underwear Institute.

At this exhibition all new machinery developments, new processes, mechanical features and yarn improvements are on practical display. For the period of the show the auditorium is transformed into the largest knitting mill ever put in operation, as knitters and spinners and manufacturers of machinery and supplies swap trade notes on progress, and see knit goods history in the making.

U. S. patents on circular knitting machines were granted in 1840, and in 1858 a spring needle machine for making finer ribbed underwear was patented by Cooper & Tiffany.

In 1863, when the United States was racked by civil war, an American clergyman, Q. U. Lamb, invented the first flat bed knitting machine for manufacturing wide, flat fabrics. Having two horizontal, flat beds, it was capable of producing flat fabric with selvage edge or tubular fabric.

With the impetus of machine development in the knit goods field it was inevitable that a factory for manufacture of knitting machines would spring up. In 1865 Joseph Heginbothom, an Englishman who had emigrated to the United States in 1863, started a small machine shop in Philadelphia. He named the little shop The Fidelity Machine Works, and by 1870 was turning out circular knitting machines at a rate of approximately six circular machines per month. By 1882 The Fidelity Machine Works employed a force of 150 men, and was manufacturing thirty to forty rib underwear machines a month. The shop was sold in 1888 to Robert W. Scott and Louis N. D. Williams who changed the name of the company to Scott & Williams. That company is still in operation today, and is recognized as the oldest manufacturing company in the United States producing knit goods machinery.

In England, in 1863, William Cotton had patented a hosiery knitting machine which could shape garments as they were being knitted. This machine and Henry J. Griswold's invention in America in 1870 of the automatic, circular knitting machine revolutionized the knitting industry.

American genius has in the last half century improved all the basic machines and component parts; and the development of special types for knitting hosiery, garments, and various designs and types of fabric has placed the knitting industry as one of the most progressive groups in the manufacturing industry.

The Golden Crown Hosiery Mill was operating successfully in the manufacture of hosiery in Charlotte in 1898 under the management of R. M. Oates, Jr. His father at that time was president of the First National Bank of Charlotte.

Steady Growth in State's Hosiery Industry Since War

By PAUL KELLY, *Head, Division of Commerce and Industry*
N. C. State Dept. of Conservation & Development

The hosiery industry, not unlike the synthetic and woolen and worsted industries, has shown accelerated growth in North Carolina in recent years. According to the latest published directory (1951), there are in operation in the State 255 hosiery mills manufacturing seamless goods (men's, children's and women's circular knit hosiery) and 126 full fashioned mills manufacturing ladies' expensive type of hosiery. According to the latest figures compiled by the N. C. Department of Labor, well over 50,000 people are employed in the hosiery mills of North Carolina with average weekly earnings of $59.86 in the full fashioned mills and $43.84 in the seamless hosiery plants.

There is produced in the State of North Carolina more than 50% of all the hosiery currently being produced in the entire South. The South produces approximately 55% of all full fashioned hosiery and almost 80% of the seamless hosiery.

During 1951 North Carolina produced 48,000,000 dozens of pairs of seamless hosiery out of a total of 103,500,000 dozens of pairs of this type of hose. It produced 17,600,000 dozens of pairs of full fashioned hosiery out of a total of 51,000,000 dozens of pairs produced throughout the country. The total production of all hosiery in the United States for 1951 amounted to 154,750,000 dozens of pairs. Thus, it will be noted from the above figures that North Carolina produced slightly above 40% of the total for the whole country and more than any other state in the Union.

There were, during 1951, 750 multiple section full fashioned machines installed in the industry throughout the United States and about 35%, or approximately 260, of these machines were installed in the State of North Carolina. Incidentally, these machines installed cost between $35,000 and $40,000 each.

The hosiery directory mentioned above indicates that between May 1950 and May 1951 there was an increase of approximately 25 full fashioned mills in the State, but the number of seamless mills remained about the same. While the new hosiery directory for 1952 is not off the press, it is estimated that around 16 new hosiery mills either located or announced plans for location in the State during the year. This means an investment of well over $1.5 million and new jobs for approximately 1,000 workers.

In Alamance County alone, almost a dozen hosiery mills have begun operation in the last five years. In this same period, at least six mills have gone into operation in Randolph County, 10 in Guilford County, at least 3 in Forsyth and Gaston and 9 in Mecklenburg.

NOTE—Data on hosiery mills, machines and production in N. C., South and Nation in 1951, latest available, supplied by Taylor R. Durham, president and treasurer, Southern Hosiery Manufacturers Association, Charlotte.

Berkshire Mills, the nation's largest manufactur of full fashioned hosiery for women, has complet its $3 million hosiery plant near Andrews, contai ing 62,000 sq. ft., and will employ some 325 person

An $80,000 hosiery mill is under construction Bethel, in Pitt County. This plant will contain a proximately 10,000 sq. ft. and will employ arou 60 persons with a weekly payroll of about $4,00 The total investment is estimated to be around $47C 000.

Barringer Full Fashioned Hosiery Mill and Teagu Hosiery Mills have gone into production in Catawb County within the last two years.

The Henfine Hosiery Mill of Butner began oper tion during 1950.

Thompson Hosiery Mill of Kinston went int operation last year with approximately 270 doze pairs of 60-gauge hose being produced daily.

Siler City Hosiery Mills, Inc., started constructio on their $75,000 finishing plant in 1950 with abou 300 persons as anticipated employment.

Announcement has just been made of the erectio of a new hosiery mill in Statesville for the Skylan Textile Company, which will initially employ abou 75 workers and with plans for additional worker later. Also, Skyland Textile Company is setting u a new plant in West Jefferson and one in Forest City

R. & S. Hosiery Company, which will make nylo hose, has recently announced plans for a new plan in Hendersonville, and Harrill Hosiery Mills wi locate in Rutherfordton. Also recently announce is Anne Hosiery Company of Concord, Crusade Hosiery Mills of Mt. Airy, Line-Made Hosiery Mill of Taylorsville, Fairview Hosiery Mills of Hickory and Wright Knit Hosiery Mills of Spruce Pine.

Hoover Hosiery Company of Concord, pioneer hos iery manufacturers in the South, built a modern ai conditioned building in 1948 and is now constructing a new addition which will provide 20,000 sq. ft. o additional floor space. The total cost is expected t be about $300,000. This new addition will increas the number of employees by more than twice the tota now employed.

Phil Cord Corporation of Monroe, manufacturer of 60-gauge hosiery for women, founded in 1948, has just completed a half-million dollar expansion program.

Standard Hosiery Mills, Inc., of Burlington has added a building 8,000 sq. ft. at a cost of over $50,000.

Liberty Hosiery Mills, Gibsonville (Gem Plant) has added 10,000 sq. ft. to its plant, costing around $25,000.

Port City Hosiery Company, Inc., Wilmington, a subsidiary of Mojud, is adding a building for warping.

Barber Hosiery Mills, Inc., of Mt. Airy is constructing a new building next to its present plant

t a cost of around $75,000, which will increase employees by 50.

With the above mentioned new plants and expansions, North Carolina is keeping herself in position to maintain her record as the leading hosiery manufacturer in the South.

Southern Hosiery Manufacturers' Association Aids Industry

By TAYLOR R. DURHAM, *Charlotte, President and Secretary*
Southern Hosiery Manufacturers' Association

The Southern Hosiery Manufacturers' Association, like the Southern Railroad, also serves the South. Its activities embrace all of the Southeastern States from Virginia to Texas, as well as Arkansas, Tennessee and Kentucky. It serves both branches of the industry and now represents approximately 90 per cent of the productive capacity of full fashioned mills and approximately 80 per cent of the seamless mills.

The origin of the Association dates back to the early 1930s when various hosiery manufacturers discussed among themselves the desirability of forming an Association in the South, although there was then in existence as now an association serving the entire country. These men felt that there were many problems arising in the South which were somewhat distinct because of its geographical location, climatic conditions and the predominance of Anglo-Saxon population. After holding some meetings for full discussion, the Association was finally organized on January 1, 1934. Its functions may be well described by quoting from its charter, the first paragraph of which reads:

> The purpose for which this corporation is formed is to mutually benefit, protect, foster and promote the economic welfare and interests of its members engaged in the manufacture of hosiery.

The first president of the Association was R. O. Huffman, Morganton, and since his tenure of office, five other hosiery manufacturers from North Carolina have served either as president or chairman of the Board of Directors. They are P. W. Eshelman, North Wilkesboro; J. H. McEwen, Burlington (deceased); R. T. Amos, High Point; Carl V. Cline, Hildebran; and the current chairman, W. W. Couch, Jr., executive vice president, Durham Hosiery Mills.

Two of the other principal offices are currently filled by North Carolina manufacturers. They are Clyde W. Gordon, vice president of the Association, who is also executive vice president of the Standard Hosiery Mills, Burlington; and Fritz Seifert, president of Hudson Hosiery Co., Charlotte, is the treasurer. The Board of Directors is representative of the entire industry in the South and is selected on a basis of geographical location, size of mills and type of goods manufactured. Because of the fact that more than half of the hosiery produced in the South is manufactured by mills located in the State of North Carolina, the majority of the personnel of the various boards throughout the years has been made up of North Carolina manufacturers. For the same reason the office of the Association is located in that state.

The organization committee selected Taylor R. Durham, an attorney and former banker of Chattanooga, Tenn., to administer the affairs of the Association when it was organized. He was given the title of executive secretary and some years later was promoted to the office of president which he still occupies.

The functions of the Association are many and varied. It serves as a clearing house of information with respect to all kinds of problems which arise in the manufacture of hosiery. It keeps its members informed in regard to all Federal laws and regulations which affect their business, and assists whenever possible in the promulgation of and amendments to such regulations. During critical periods it requires frequent trips to Washington in the interest of the membership. The Association makes surveys of various types for the purpose of collecting information which is disseminated to its members. It advises on sound employee relations and has always advocated the highest wages and the best working conditions that can be supported by market conditions.

The Association sponsors a statewide safety contest which is conducted by the North Carolina Industrial Commission which has had much to do in the improvement of safety conditions in this State. It is affiliated with the North Carolina Industrial Council which serves in many respects as a state manufacturers' association.

OFFICERS AND DIRECTORS, SOUTHERN HOSIERY MANUFACTURERS' ASSOCIATION

Officers, directors and advisory committee of the Southern Hosiery Manufacturers' Association, with headquarters at 1213 Liberty Life Building, Charlotte, are as follows:

Officers are: W. W. Couch, Jr., Durham, chairman of the Board; Taylor R. Durham, Charlotte, president and secretary; Clyde W. Gordon, Burlington, vice-president and chairman, Full Fashioned Division; R. P. Shapard, Jr., Griffin, Ga., vice-president and chairman, Seamless Division; Fritz Seifert, Charlotte, treasurer.

Directors: N. W. Ashe, Knoxville, Tenn.; N. M. Ayers, High Point; J. E. Baker, Burlington; G. C. Furr, Greensboro; R. E. Kell, Bristol, Va.; E. L. McLelland, New Orleans, La.; H. L. Merritt, Mount Airy; William Nebel, Charlotte; R. R. Rice, Pulaski, Va.; A. L. Shuford, Jr., Conover; M. L. Thompson, Kinston.

Advisory Committee (former presidents and Board chairmen): R. T. Amos, High Point; H. T. Bryan, Chattanooga, Tenn.; C. V. Cline, Hildebran; P. W. Eshelman, North Wilkesboro; R. O. Huffman, Morganton; C. S. Kincaid, Clinton, Tenn.; J. L. Turbidy, Rome, Ga.

Data for accompanying article furnished by Taylor R. Durham, Charlotte, president and secretary, Southern Hosiery Manufacturers' Association.

Pioneers and Leaders in North Carolina Hosiery Industry



PHOTO BY ROBERT SHOAF

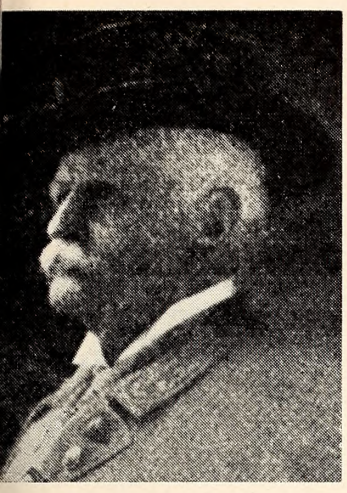
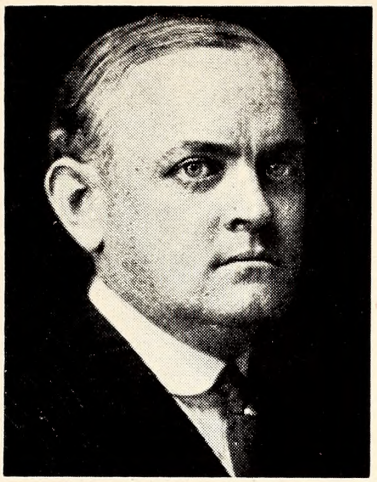
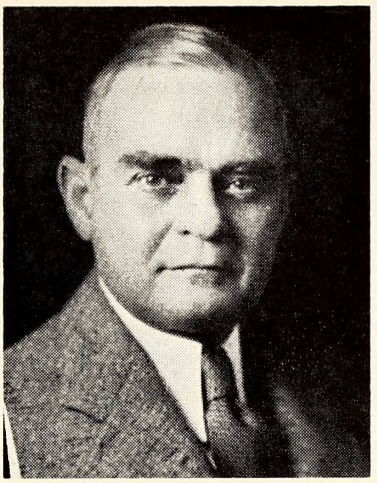
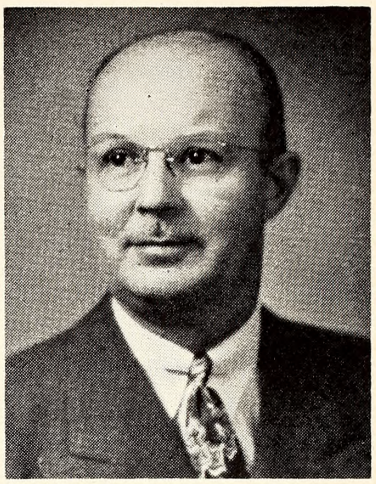
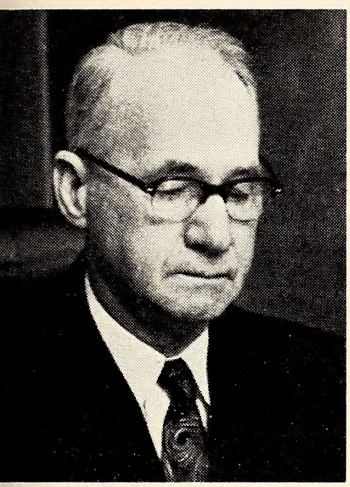
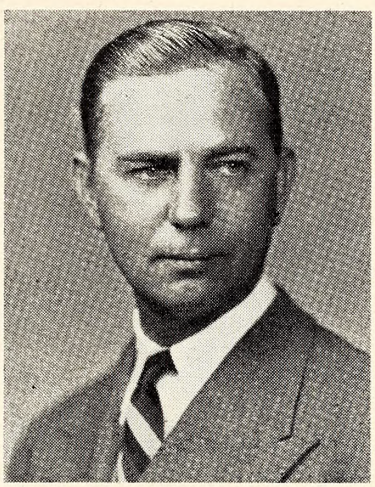
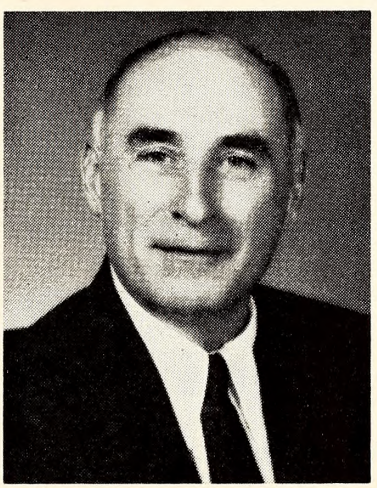
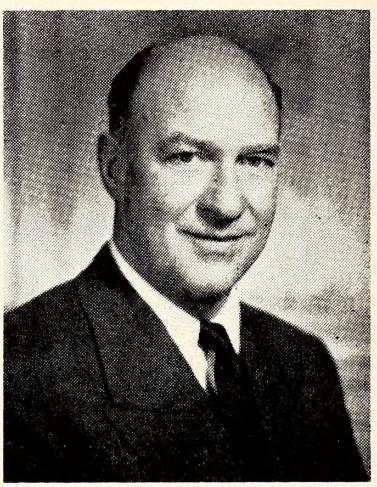
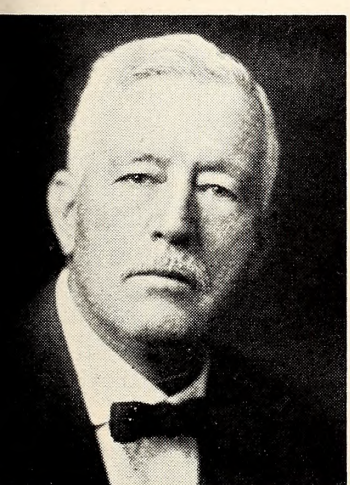
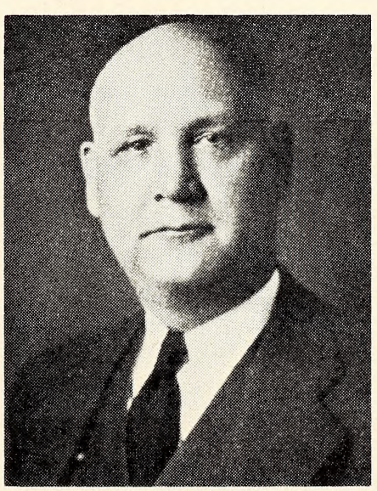
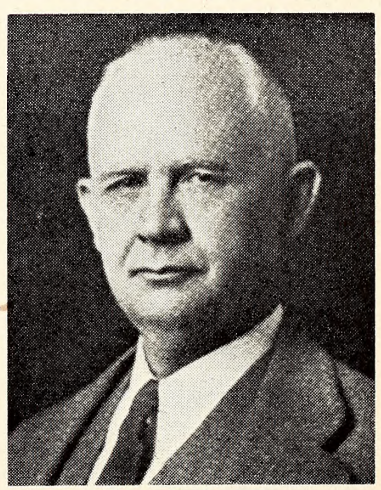









PHOTO BY FABIAN BACHRACH



PHOTOS COURTESY HOWARD WHITE, BURLINGTON TIMES-NEWS

First Page, top row, left to right—John H. Adams and James H. Millis, founders, and J. Ed Millis, long-time president, now chairman of the board, of dams-Millis Corp., High Point; Charles A. Cannon, president of Wiscassatt Mills, Albemarle, Cannon hosiery producer.

Second row, l. to r.—Francis Garrou, Sr., Antoine Grill and John F. Garrou, Sr., founders of Waldensian, Pilot and Valdese mills at Valdese, and Albert Garrou, Sr., present head of these organizations.

Third row, l. to r.—J. B. McCrary, founder and for many years president of Acme and McCrary mills, Asheboro; his sons, Charles W. McCrary and J. Frank cCrary, principal officers of this mill group; Hugh M. Grey, founder and president, Hugh Grey Hosiery Co., Concord.

Bottom row, l. to r.—John Wesley Hanes, founder, Shamrock Hosiery Mill, now Hanes Hosiery Mills, Winston-Salem, and his son, James G. Hanes, long-me president, now chairman of the board; John Shoffner, founder of what is now Standard Hosiery Mills, Burlington, and Clyde W. Gordon, executive vice-resident and general manager of Standard.

Second page, top row, l. to r.—General Julian S. Carr, founder, his son, Julian S. Carr, Jr., long-time president, and William F. Carr, his nephew, long and ill vice-president and secretary, Durham Hosiery Mills, Durham; John K. Voehringer, Jr., founder and president, Mock, Judson, Voehringer Co., Greensboro.

Second row, l. to r.—Charles L. Amos, president, Melrose Hosiery Mills, High Point; J. Chadbourn Bolles, founder and president, Chadbourn Hosiery Mills, harlotte; Herbert Kaiser, founder of Kaiser Hosiery Co., later part of May-McEwen-Kaiser, now part of Burlington Mills, which he represents in New York; enry A. Lineberger, principal officer, three Knit Products Corp. firms and Outlook Mfg. Co., Belmont.

Third row, l. to r.—Samuel Huffman, founder, Drexel Knitting Mills, Drexel, and his son, Robert O. Huffman, founder of Morganton and Huffman mills, organton, and president of all three; Ben V. May, deceased, and Will H. May, retired, founders of May Hosiery Mill, later part of May-McEwen-Kaiser, now perated by Burlington Mills.

Efforts were made, unsuccessfully, to get other pictures for this panel, including A. L. Hoover, Sr. and Jr., Hoover of Concord; J. E. Baker, Baker-Cammack, urlington-Mebane; Eubert and George L. Lyerly, Sr., Elliott and Lyerly group, Hickory; Ernest E. Whisnant, Whisnant Hosiery Mills, Hickory; Robert R. agan, High Point, and N. C. English, Ragan Knitting Co., Thomasville; Fritz Seifart, Hudson Hosiery Co., Charlotte, and others belonging properly in this roup.

Effective Knitting, Hosiery Instruction at State College

By W. E. SHINN, *Head of Knitting Department, School of Textiles, N. C. State College*

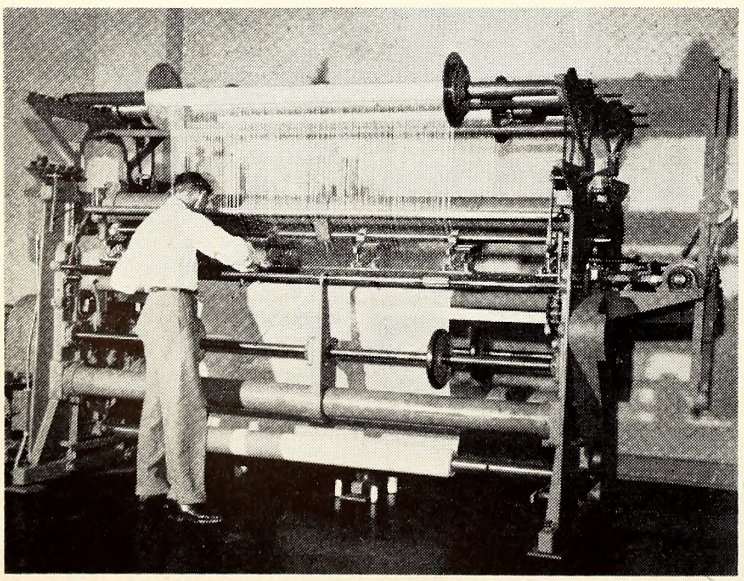
Instruction in knitting, as a part of the work offered at the North Carolina State College School of Textiles, Raleigh, was started more than 25 years ago. From a modest beginning in a small room located in the second floor of Tompkins Hall, to a larger laboratory in the old part of the present building and to its present location in the new extension of the School of Textiles, the Knitting Department has grown rapidly until its modern machinery layout, and variety of course work offered, has made it one of the leading departments in the school.

The Knitting Department was started with one hosiery ribber, two circular hosiery machines, and a looper. The equipment today consists of over 100 units worth many thousands of dollars, and it is believed to be the most varied assemblage of knitting equipment to be found anywhere. Much of the equipment has been donated or loaned by the machinery manufacturers. A portion of it has been purchased with state funds.

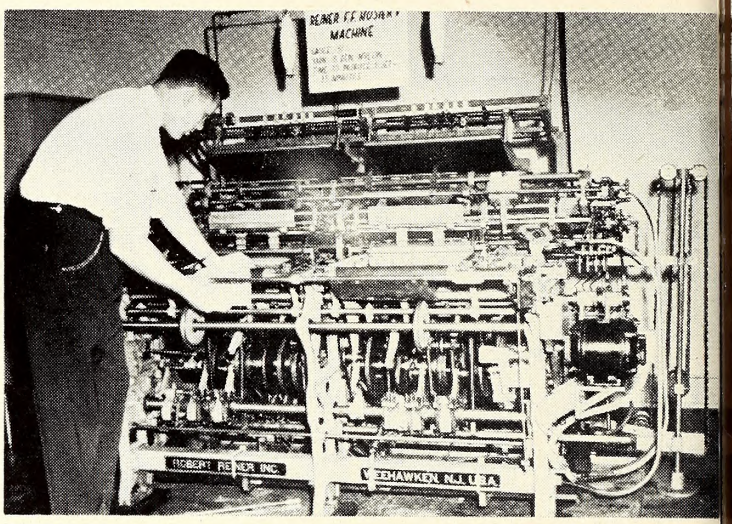
Expansion of the knitting department was one of the projects undertaken under the leadership of Dean Malcolm E. Campbell in 1943. With the encouragement of a group of leaders from the North Carolina Textile Foundation, and others representing the knitting industry of the State, the late Governor J. Melville Broughton made available the sum of $25,000 for the purchase of equipment needed to modernize the laboratories. This and subsequent funds made available for permanent improvement have enabled the department to install the equipment now in its several laboratories.

The laboratories of the Knitting Department are organized and grouped for instruction in varied phases of knitting technology as follows:

Seamless Hosiery Section—The equipment for instruction in seamless hosiery design and production includes representative types of machines arranged



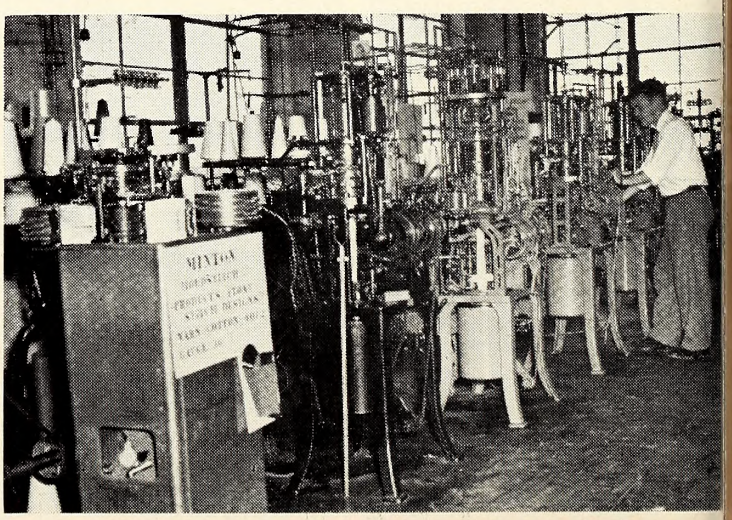
Student working with warp knitter, Hosiery Department, School of Textiles, N. C. State College.



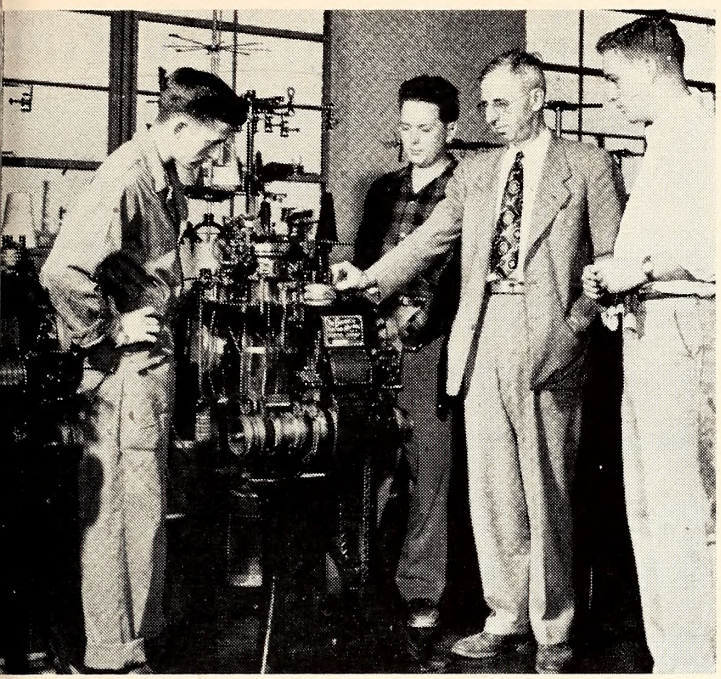
Student operates full fashioned hosiery machine, Knitting Department, School of Textiles, N. C. State College.

in two groups. The more elementary types, including ribbers and plain hosiery machines with the elementary attachments such as stripers, reverse plaing attachments, rubber top attachments, are arranged together for beginning students. The more advanced types are grouped together for use by the more advanced student. This line includes more advanced hosiery rib type machines, Komets, Banner Wrap Reverse, Float Stitch, HH-PW and other machines for the manufacture of patterned hosiery.

Nylon Hosiery Section—This section is equipped with three full-fashioned hosiery machines of modern types in 45-gauge, 51-gauge, and 54-gauge, respectively. There is provided also a 400-needle women's nylon hosiery machine of the circular type. This equipment forms the base for instruction in the general course in hosiery manufacture, and for more advanced training in full fashioned hosiery production. Equipment for the looping and seaming of fine hosiery for preboarding, and dyeing and finishing is provided in laboratories adjacent to the knitting room.



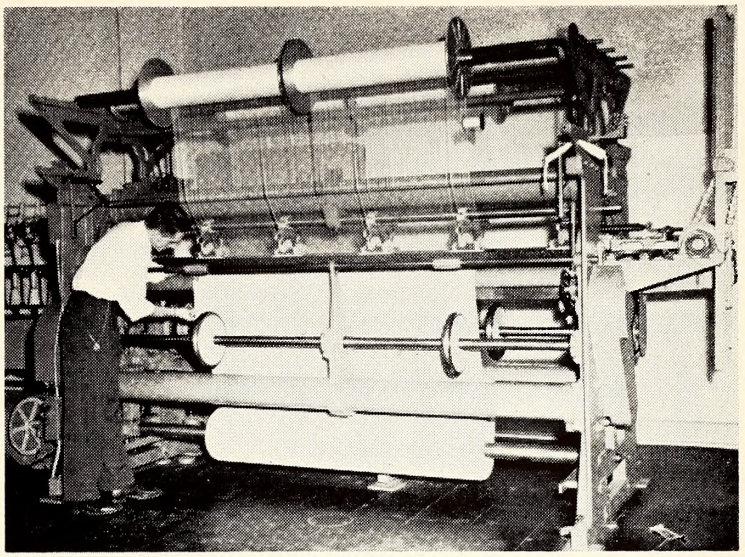
Advanced men's hosiery machines at State College's Hosiery Department.



W. E. Shinn, head of State College's Hosiery Department, instructs advanced students.

Circular Knitwear Section—A wide assortment of arge diameter fabric knitting machines is provided or demonstration and instruction in the production f cloth for both underwear and outerwear. In se- ecting the equipment, an effort has been made to ring together representative types of machines em- odying as many of the commercially important ystems of knitted fabric production as possible. The ollection includes plain rib knitting machines, one nit for making Swiss rib fabric, circular interlock, pring needle loop wheel machines in fine and coarse auge, spring needle sinker top machines, plain jer- ey machines with multiple feeds, an open top pat- ern wheel machine, and a jersey machine with pat- ern wheels and automatic striping for polo shirt abric. This unit contains also a 28-inch jacquard weater machine with the equipment for card cut- ing and automatic duplicating equipment for the reparation of pattern cards. Emphasis has been laced on flexibility and design possibilities and reative effort on the part of the student is encour- ged.

Garment Cutting and Seaming—Adjacent o the knitting laboratories is a laboratory in hich more than 20 industrial sewing ma- hines have been installed for performing arious operations in the manufacture of nitted outerwear and underwear. This quipment includes various types of power utters, a cutting table, equipment for pat- ern making, seamers, hemmers, collarette achines, split tube border attaching ma- hines, cuff attachers, a button hole facing nd a button facing machine, a flatlock ma- hine, several lockstitch machines, two auto- atic button hole machines, and a press for pplying grippers. This work is supplement- d by equipment for finishing knitted tub- ng located in the hosiery and knitgoods fin- shing section.



Modern knitting machine in Hosiery Department, N. C. State College.

Warp Knitting, Flat Knitting—In recognition of the growth in the number of textile plants manufacturing tricot and other warp knitted fabrics, the department installed two tricot machines, a raschel knitter, and several other latch needle warp knitters. These machines form a foundation for instruction in the design, analysis, and production of a wide range of warp knitted fabrics. A collection of warp knitted fabric is being added to regularly. Winding and warping equipment for processing warps from a variety of yarns and fibers is in place. The flat knitting section contains also a number of both hand and power-operated types of V-bed and links-and-links machines for producing sweater fabric, scarfs, hosiery and border materials.

Courses of Study—A total of 41 term credit hours of instruction are offered in the Department of Knitting. This includes two courses: Knitting 1 and Hosiery Manufacture, which are required of all students in textile manufacturing, nine credits in research for graduate students, and 27 term credit hours in specialized knitting courses which make up the knitting major. These courses may be taken by a student in his senior year if he desires to com-

(Continued on Page 53)



Group of hosiery students at State College visiting one of leading hosiery mills in the State.

High Point High, Guilford Leader, in Hosiery Productio

High Point, long recognized as the center and a leader in the furniture industry, has now moved up with Burlington and is at least one of the two largest producers of hosiery in the State, based on employment in the hosiery industry.

Figures supplied by Frank Sizemore of the High Point Chamber of Commerce indicate that approximately 16,800 workers are employed in manufacture in High Point. Of these, approximately 7,000 are engaged in manufacturing hosiery, considerably more than the 4,500 employed in furniture manufacturing. Other textiles employ approximately 2,000 workers while around 2,500 are engaged in other manufacturing enterprises, largely those which contribute to and are affiliated with the hosiery, furniture and other textile manufacture. Employment Security Commission figures are in substantial agreement. High Point has within her boundaries 29 hosiery firms which operate 8,352 seamless or circular knit machines and 240 full fashioned knitting machines with a daily production capacity of 50,000 dozen pairs of hose.

The first hosiery plant established in High Point was the High Point Hosiery Mill started in 1905 by John Hampton Adams and James Henry Millis as a side industry to their already operating overall plant. They brought in C. C. Robbins who had been engaged in hosiery production at Randleman to superintend construction and operation of the mill.

A group of about a dozen men, largely from High Point, composed the original stockholders who su scribed $23,000 to start this mill. These included, addition to the principal founders, E. M. Armfiel H. A. Millis, J. E. Millis, Dr. W. J. McAnally, W. Newby, G. L. Robbins, G. A. Matton, A. G. Kirkma of Greensboro, W. E. Frazier and R. H. Wheeler.

At the start this plant produced only one gra of hosiery, all dyed black, in five sizes from five nine. In the years that followed these original ow ers and others organized several other hosiery plan and operations all of which finally became Hig Point's principal industry—Adams-Millis Co. was this firm and the Diamond Full Fashioned Mi which inaugurated the first full fashioned knittin in 1929.

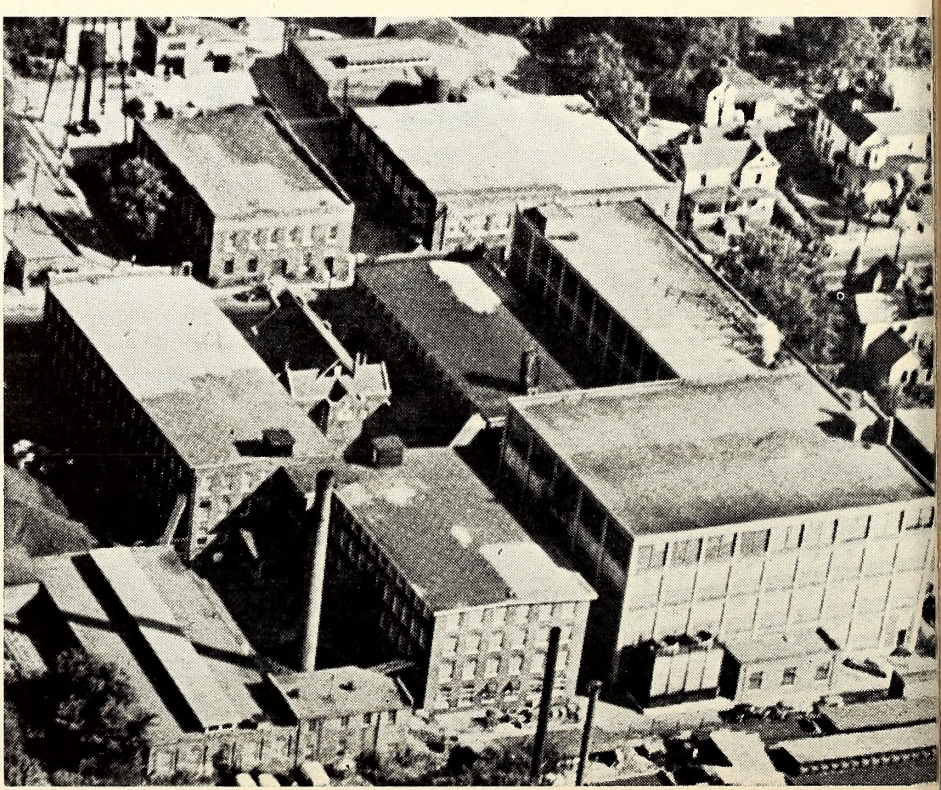
Greensboro, Employment Security Commissio records show, has eight hosiery mills, some of the very large plants, all employing about 1500 worker and also has three plants producing knit produc other than hosiery, all three employing less than 1C workers.

Guilford, with these two principal hosiery center has become the largest manufacturer of hosiery c any county in the State. Employment Securit Commission records show that Guilford County ha 26 plants engaged in manufacturing seamless ho iery, employing about 4,440 workers, and has 10 fu fashioned plants, employing about 3,825 workers, i addition to the three plants producing other knitte products and employing less than 100 workers.

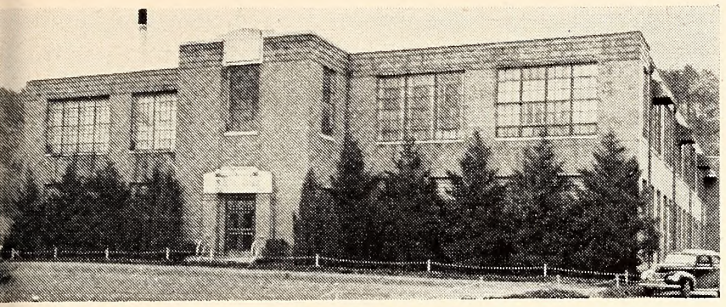
Adams-Millis, One of Nation's Largest Hosiery Producers

Adams-Millis Corp., High Point's leading industry and one of the largest hosiery producing firms in the nation, had its beginning in 1904 as an adjunct to an overall manufacturing plant operated by John Hampton Adams and James Henry Millis. Products of the firm include the nationally advertised "Dolly Madison" and "Mile Master" brands.

The two founders, associates in the overall plant, decided to start a small hosiery mill nearby and erected a two-story brick building on English Street. The firm started as the High Point Hosiery Mills, Inc., and installed 40 knitting machines at a cost of $5,000. Only one grade of hosiery, all black, was produced, the average output for the first year amounting to 200 dozen pairs daily. During that first year the average employment was around 125. J. H. Millis became president, J. H. Adams, secretary-treasurer and general manager, and Charles C. Robbins, who had expe-



Air view of Adams-Millis Corp. plants on English Street, High Point.



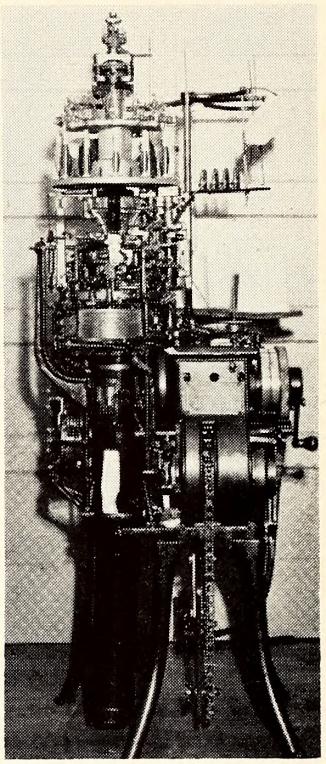
Tryon plant of Adams-Millis Corp., High Point.

ience in operating a small hosiery mill at Randleman, was brought in as superintendent of the new plant. Fourteen citizens became interested financially in the venture and six of them were elected directors.

The mill prospered and a few years later Mr. Adams, Mr. Millis and associates organized the Piedmont Hosiery Mill, erecting a large new building and installing modern machines. Mr. Adams was elected president of the new company. Still later other mills were organized: Kernersville Knitting Co., Kernersville; Pointer Hosiery Co., High Point; and a small branch plant was established in the Negro section of High Point. Still later, the High-land Cotton Mill was organized and then the Clover-dale Dye Works, the latter, with H. F. Hunsucker as secretary, to supply knitting yarns for the hosiery industry.

J. Henry Millis, president of the parent company, died in mid-1913 and J. Hampton Adams became president and active head of all of the associated industries. In 1928 Mr. Adams and his associates arranged for a merger of all of the hosiery interests under one charter, resulting in Adams-Millis Corp. Mr. Adams became president and J. Ed Millis, son of the co-founder and one of the original stockholders, became secretary and treasurer.

About that time the organization decided to enter the full fashioned field and erected a large five-story steel and concrete building at English and Pine Street in High Point for the full fashioned operations. Later another full fashioned plant was built at Tryon, N. C. The most modern equipment for a hosiery mill to be found in the entire country was installed in this new plant. Skilled operators were brought in to train the workers in full fashioned operations. The new plant developed and produced quality products largely from silk until Pearl Harbor and sold them throughout the entire country. The mill then shifted to rayon and refined cotton yarns, continuing in their use until the advent of nylon. As this new man-made fiber became available, Adams-Millis shifted to nylon which has since been the principal fiber used in the production of high quality full fashioned hosiery.



Seamless knitting machine of Adams-Millis Corp., High Point.

J. H. Adams died in 1935 and James Edward Millis (J. Ed) was promoted from secretary-treasurer to president of the corporation. H. D. Jobe, who had been in charge of the sales department for many years, was transferred from the New York office and was named vice-president and general sales manager. T. C. Langley became secretary and treasurer and R. M. Bundy was named second vice-president and assistant sales manager. Directors at that time were Mrs. J. H. Adams, widow of one of the founders; J. Ed Millis, son of another founder; R. O. Lindsay; W. D. Carmichael, Jr.; and F. A. Yard.

During World War II, Adams-Millis manufactured 37,000,000 pairs of socks for the Armed Forces, the largest number produced by any firm in the nation. Also during that war more than 300 Adams-Millis employees entered the Armed Forces or were transferred into vital defense work.

Through the years splendid employer-employee relations have existed at Adams-Millis. At the present time the firm has 18 employees who have been em-



A full fashioned boarder of Adams-Millis Corp., High Point.



Boxing men's hose at Adams-Millis Corp.

ployed for 40 years or more, 185 have seen 25 years of service, 192 have service for 20 years and 429 have been on the payroll for 10 years or more. The company operates an employee benefit Profit Sharing Plan in which cash and securities amounted to $1,644,824.86 on December 31, 1952. Life insurance policies for the benefit of participating employees amount to $4,041,865.00. Of 2,435 employees of the company, almost half, or 1,205, are eligible for participation in the plan by reason of age and length of service. Only 41 participating employees left the service voluntarily in 1952.

The combined plants produce more than 4,000,000 dozen pairs of seamless hose, men's and children's, and 750,000 dozen pairs of ladies' full fashioned hosiery. These are distributed through the company's sales offices located at 400 English Street, High Point; 2816 Empire State Building, New York; the Chicago office at 222 W. Adams Street; and the Pacific Coast representative, Sidney Muller, at 552 Mission Street, San Francisco.

The products include women's full fashioned hosiery, men's half hose and slack socks, women's and misses' anklets and boys' crew socks.

Adams-Millis plants embrace a combined floor space of approximately 372,000 square feet. Of the four High Point plants, three produce seamless hose and one manufactures full fashioned hosiery. These plants employ approximately 1,600 workers. The Kernersville plant, with about 550 employees, produces seamless hose. The Tryon plant, with about 250 workers, manufactures ladies' full fashioned hosiery, and also processes nylon yarn.

The high regard in which Adams-Millis is held nationwide is indicated in part by the fact that the company has 2,061 shareholders in 47 of the 48 states, as well as territories, and in the District of Columbia and Canada. These shareholders own 156,000 shares, or an average of 75 shares for each shareholder. It is interesting to note that only 13 shareholders own 1,000 shares or more and that 1,519 own less than 100 shares. The Corporation's net worth is approximately $8,500,000.

J. H. Adams, one of the founders, was a native of South Carolina and attended Oak Ridge Military Institute. His first job was as a worker for the Eagle Furniture Co. at $40.00 a month. Soon his business ability became apparent and he joined J. H. Millis in the operation of an overall plant, the first in High Point. His activities in the organization of firms which led to the consolidation resulting in Adams-Millis Corp. are noted above. His former home on North Main Street is now the High Point YWCA Building, given by Mrs. Adams and her two daughters. He was an important figure in other busines and civic organizations, including that of director o the Wachovia Bank & Trust Co. His death came i 1935 at age 59.

J. H. Millis, the other co-founder of Adams-Millis was a native of the present Sedgefield Section. H began his work as a clerk in a Greensboro store an later assisted in organizing Ragan-Millis & Co., mercantile firm. He and Mr. Adams were partner in the overall plant and then formed some of th firms which later became parts of Adams-Millis. Hi death at age 64 came in 1913 when the firms he ha helped organize were in their infancy.

James Edward Millis, who was one of the origina stockholders of the High Point Hosiery Mill and wh had been associated with the firm from its beginning attending Bingham Military Institute at Asheville and the State University. When the various Adams Millis plants were consolidated in 1928, he was elect ed secretary-treasurer at the merger. After th death of Mr. Adams in 1935, J. E. Millis was electe president of Adams-Millis Corp. and Highland Cot ton Mills. He served as president of Adams-Millis Corp. from 1935 until he became chairman of th board last year. He serves as president of the High Point, Thomasville and Denton Railroad, as a direc tor of the Wachovia Bank & Trust Co., and is ex chairman of the Guilford County Board of Commis sioners. He has served as chairman of the Board o the National Association of Hosiery Manufacturers He is a steward in Wesley Memorial Methodist Church. He has also served in many other business civic and religious capacities.

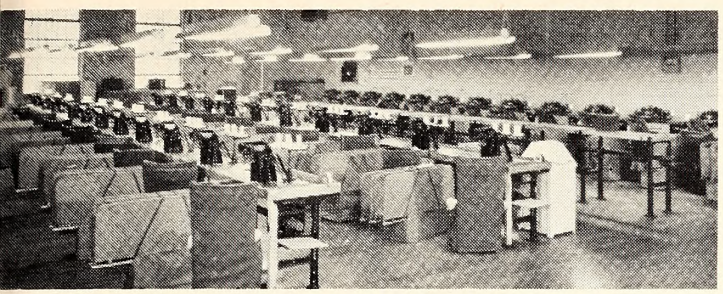
James H. Millis, grandson of one of the founders and son of J. Ed Millis, was elected president of Adams-Millis Corp. last year when his father became chairman of the board. He attended Davidson College and the State University and during World War II was a fighter pilot with the Army Air Force. He worked at many different jobs in the organization and became vice-president in 1951, later taking the added position of assistant treasurer. He is a member of the American Business Club, a member of the Associate Board of Stewards of Wesley Memorial Methodist Church, president of the Area Boy Scout Council, a director of the YMCA and a member of the local Board of Managers of the Wachovia Bank & Trust Co.

Present officers of the Adams-Millis Corp. are J. Ed Millis, chairman of the board; J. H. Millis, president; R. M. Bundy, T. L. Smith and L. B. Heilig, vice-presidents; T. C. Langley, secretary and treasurer; and H. O. Williams, assistant secretary.

Melrose Develops Into Important High Point Hosiery Firm

Melrose Hosiery Mills, Inc., High Point, was established in 1922 by Charles L. Amos and his older brother as a part of the partnership of these brothers in a hosiery mill previously established. When these brothers dissolved their partnership in 1924, the older brother continued the older firm and Charles L. Amos took over the Melrose Hosiery Mills part of the industry. This plant has developed into one of the larger hosiery producing plants in High Point.

The Melrose plant started in a former furniture



Seaming department in full fashioned plant of Melrose Hosiery Mills, High Point.

warehouse with 50 second-hand G-machines which produced about 300 dozen pairs of men's cotton half hose daily. The plant produced but did not finish its products. Around 25 workers were employed and annual sales did not exceed $300,000.

Melrose continued as an individually-owned plant until 1936, when it was incorporated. When the plant was taken over by Charles L. Amos in 1924, its products were sold in the greige to other dyeing and finishing plants. Soon afterward a dye-house was built and several K-machines were added. Gradually the business was developed from its profits. In 1938 the company built a full fashioned plant and installed eighteen 45-gauge machines with 26 sections. Later eight 51-gauge machines with 30 sections were added.

In 1940 the Glenn Hosiery Co. was organized and incorporated and began the manufacture of infants' hose. Last year this corporation was merged with Melrose Hosiery Mills into one corporation.

Now the Melrose Hosiery Mills has expanded into a well-equipped organization. It produces men's half hose, ladies' and misses' anklets, children's and infants' hose and ladies' full fashioned hosiery. Annual sales amount to approximately $6,000,000. The annual payroll for the average of 1,000 workers is around $2,000,000. The plants have approximately 131,220 square feet of floor space.

Melrose operates its own sales office in the Empire State Building, New York City, with another sales office in Los Angeles, California. Its own sales force covers the entire United States, selling to jobbers and national chain stores. Its products are sold under its own name or under customers' brands.

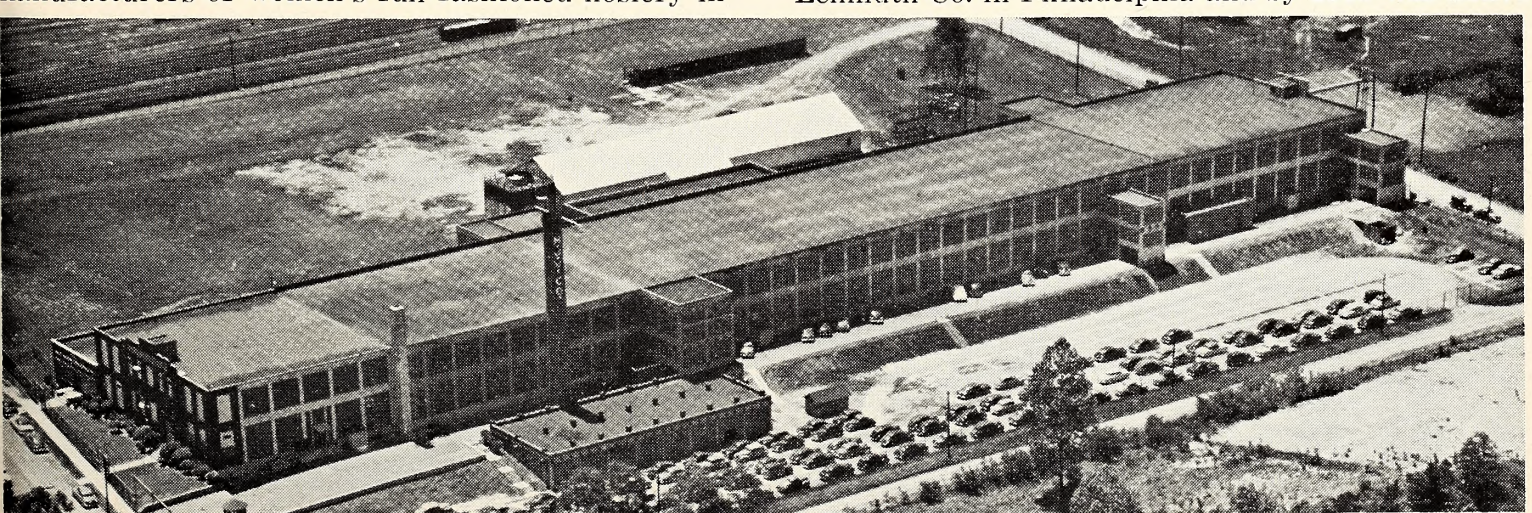
Officers of Melrose are Charles L. Amos, president; Charles L. Amos, Jr., R. K. Amos, W. E. Mitchell and A. Glenn Smith, vice-presidents, and J. W. Hiatt, secretary-treasurer. These officers also constitute the Board of Directors.

Charles L. Amos, head of the organization, has become one of the important industrial leaders of High Point. A native of Rockingham County, he came to High Point in 1906 and started work at one dollar a day. Later he joined his older brother in operating a retail furniture business. They started a hosiery firm in 1914, C. L. Amos meanwhile continuing the furniture business until 1920. For the next two years he was engaged in the furniture jobbing business. In 1916 the brothers bought out the stockholders of the hosiery mill, reorganized the industry as a partnership and continued its operation until the brothers divided the industry in 1924. C. L. Amos has continued the operation of Melrose very successfully. His sons have joined the organization as they completed their education. Mr. Amos served for several years as a director of the Southern Hosiery Manufacturers' Association and was its vice-president last year.

Mojud One of Three Largest F.F. Hosiery Firms in World

Mock, Judson, Voehringer Co., whose manufacturing plant is located in Greensboro with extensive operations in Wilmington, began development of the Greensboro plant in 1926. With this and the other plants operated in this and other states this company has now developed into one of the three largest manufacturers of women's full fashioned hosiery in the entire world. Its principal products, "Mojud" hosiery and lingerie, are extensively advertised and sold throughout the nation.

John K. Voehringer, Jr., president and chief organizer of Mojud Hosiery Co. and its affiliated corporations, started as an office boy in 1912 for Henry Lehmuth Co. in Philadelphia and by 1919 was active

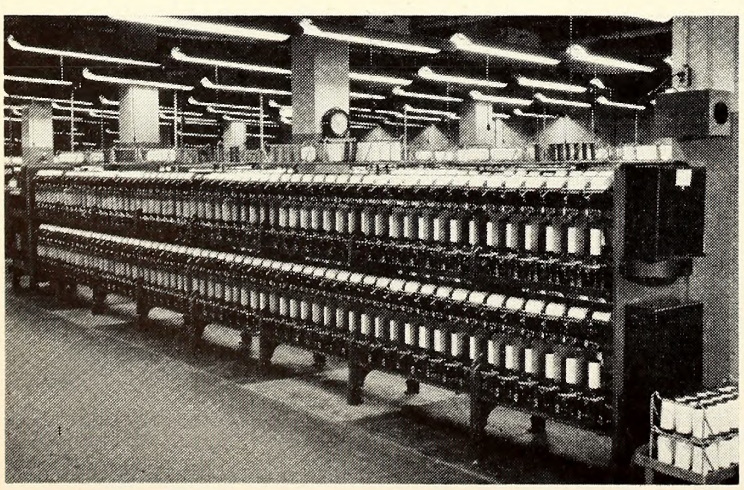


Plant of Mock, Judson, Voehringer Co. of North Carolina at Greensboro.

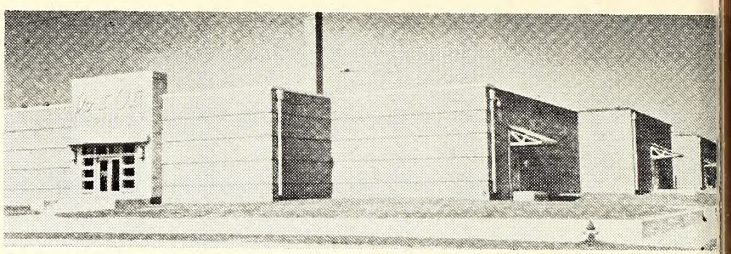
in the management of this firm. Mr. Voehringer attended Evening School at Temple University and the Wharton School of the University of Pennsylvania. He and Oscar Nebel, superintendent, withdrew from the firm in 1919 and organized their own firm as Oscar Nebel Co. and with 86 machine operated successfully until 1925 when the plant was sold. Mr. Voehringer then became associated with the men later to become his associates in the present organization. They were Bernard Mock and Nathaniel Judson, operating Mock and Judson Co., jobbers of women's hosiery. This group bought the Henry Lehmuth Co. and operated it successfully for about 18 months. In 1925 the Mojud Dyeworks was established at Long Island City, New York, with Mr. Voehringer as one of the principals.

The Mock, Judson, Voehringer Co. began the erection of its first Greensboro plant in 1926 with these three men and A. E. Margerison as principal stockholders. In 1928 the principal owners decided to consolidate all companies and to invite public financing by issuing $1,000,000 in $100 shares of preferred stock and 100,000 shares of common stock at no par value. With this additional capital the company was able to expand as business demanded and most of the expansion was in Greensboro. The original building was 100 x 100 feet and two stories high. Additions were built in 1928, 1930 and 1936. A throwing plant was installed in 1930 to control all raw materials going into all manufacturing units. The Greensboro plant with these additions provides an overall building 105 x 652 feet, two stories high. All plants are air-conditioned throughout and two complete testing laboratories are operated—one to test the physical properties of yarn and hosiery, the others a chemical laboratory to test and investigate sizes, oils and other materials used in the manufacture.

The first plant operated by Mr. Voehringer in Philadelphia in 1919 was in a small building with only 14 employees and a payroll of $30,000 the first year. The organization now employs about 1,000 workers in Greensboro alone and has an annual payroll in excess of $3,250,000. Since 1927 the organization has paid approximately $40,000,000 in wages to employees in and around Greensboro.



Machinery for processing yarn in Mock, Judson, Voehringer plant, Greensboro.



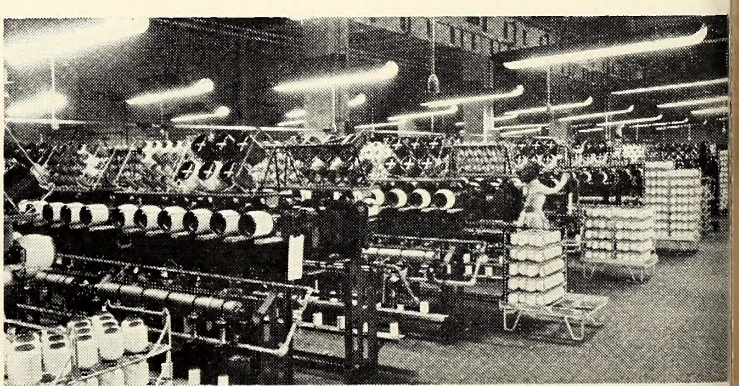
Port City Hosiery Co., Wilmington, affiliate of Mock, Judson Voehringer Co., Greensboro.

The Mojud organization, producing fine nylon hos iery at the rate of about 19,200,000 pairs a year, ha never closed the Greensboro plant except for a fe days due to a yarn shortage and NRA directives. Th plant continued through the depression beginning i 1929 and has continued operation through good an bad years. The organization which operated i 20,000 square feet of floor space in 1927 now ha more than 175,000 square feet of operating space.

Mojud now has five additional plants located a Decatur, Ala.; Wilmington, N. C., and Long Islan City, N. Y. In the 1928-32 period the firm bought th Alabama Hosiery Mills, Inc., Decatur, Ala., as a go ing concern; Northwood Hosiery Co. and Induranc Knitting Co., both in Philadelphia; and in 1938 th Siler City Hosiery Co. plant was erected to manu facture men's full fashioned hosiery. These Phila delphia and Siler City plants were operated for sev eral years and then sold.

The Mojud organization organized and began op erating the Port City Hosiery Mills at Wilmington i February, 1948. In this plant was located the lates underwear division producing popular styles of ny lon and rayon ladies' under garments and pajamas This plant is a modern brick building completely air conditioned. At the peak more than 400 workers ar employed. A registered nurse is on duty during al working hours and a fully equipped dispensary i operated for casualty and emergency use of the em ployees.

Then in November, 1950, Mojud Hosiery Co. be gan the operation of a tricot knitting plant nea Wilmington to supply fine quality nylon and rayo tricot cloth and knit fabric is produced for the Por City Hosiery Mills in the manufacture of Mojud lin gerie. In April, 1952, construction was started on a plant to house Atlantic Throwing Co. which process es yarn for use in the tricot knitting plant.



Processing yarns in hosiery plant of Mock, Judson, Voehringe Co. in Greensboro.

Mojud Hosiery Co. is the parent organization formed in 1927. Mr. Voehringer, who lives in Greensboro, is president of this and the other affiliated corporations. Other officers are Nathaniel Judson, New York, treasurer; Richard C. Remmey, Greensboro, vice-president; Sidney Brode, New York, vice-president, and Bernard Judson, New York, secretary. Directors are Nathaniel Judson, chairman of the board; John K. Voehringer, Jr.; Sidney Brode, A. Ernest Margerison, Bernard Judson and Richard C. Remmey.

The Mojud Hosiery Co. operates stock and sales offices at 385 Fifth Avenue, New York; 927 Merchandise Mart, Chicago, and at Los Angeles. The products under the tradename Mojud are distributed directly to approximately 10,000 customers. Through its 60 salesmen the organization keeps in close touch with customer reaction, senses style changes and shifts its production to meet requirements for highly styled full fashioned nylon hosiery as the trade demands. Methods and machines are kept abreast of the needs and operatives are highly trained to produce fine quality hosiery. Mojud was the first firm in the South to knit chiffon hosiery, the first to install picot top and pointex heel attachments and was a large producer of mesh hosiery while that type of hosiery was in vogue.

Splendid employer-employee relations are maintained in all of the Mojud plants. The company operates a group insurance plan which covers life, dismemberment, accident and sickness and provides hospital and surgical benefits. It also provides for a retirement plant at age 65 and for earlier retirement after 25 years of service at age 55 on an adjusted income basis fitting in with Federal Old Age and Survivors Insurance, the two insuring a minimum of $100 a month after 30 years of service with the organization.

Indicating the growth of the company production has increased from 342,341 dozen pairs of full fashioned silk hosiery in 1929 to 19,200,000 pairs of nylon hosiery in 1952.

Burlington Mills Has 17 Men's, Women's Hosiery Plants

NOTE: This article deals primarily with the hosiery activities of Burlington Mills, Inc. Information on this organization's far flung activities in spinning and weaving fine synthetic fabrics in this and other states and countries as well as on the officers, directors and other officials in fabric production is given in detail in the Textiles Issue of "The E. S. C. Quarterly", Volume 10, No. 3-4, Summer-Fall, 1952.

Burlington Mills, Inc., with headquarters in Greensboro and extensive operations in this State and elsewhere in producing fine synthetic fabrics, entered the hosiery field cautiously in 1938 through the purchase of one small plant. Today Burlington Mills is the largest producer of women's fine hosiery in the entire world and one of the leaders in men's hosiery.

Burlington Mills, organized in 1923 by J. Spencer Love, started modestly in Burlington. This firm has expanded largely through purchase of plants built by other firms until now it operates 75 different plants in 46 communities in eight states and in four foreign countries. It employs approximately 34,000 workers, has an annual payroll of about $96,000,000 and its sales exceed $300,000,000 a year. A few years ago J. Spencer Love, president and organizer, became chairman of the board and John C. Cowan, Jr., succeeded him as president. The firm has 10 vice-presidents and 14 directors. Burlington Mills Corp.



Randleman hosiery plant of Burlington Mills.

of New York is the wholly owned merchandising subsidiary of the corporation with executive offices in the Empire State Building in New York with 14 branch sales offices in key cities throughout the country.

When Burlington Mills purchased its first hosiery mill in 1938, employing about 150 workers, nylon hosiery was still a novelty. Women for many decades had worn silk hose made from materials secured from Japan. About that time occurred the big swing from silk to nylon and later to other man-made fibers. Burlington Mills now operates 17 modern plants in the production of hosiery, employing more than 6,000 persons and producing many million dozen pairs of fine finished hosiery annually. Burlington's largest single expansion in hosiery production came in 1948 through the purchase of the May-McEwen-Kaiser Group of hosiery mills in and around Burlington.

Of Burlington's 17 hosiery plants nine are full fashioned, one is seamless, one is a throwing plant, three are finishing plants and three are engaged in the manufacture of men's hosiery. Four of the full fashioned mills are located in North Carolina, three in Virginia, one in Alabama, and one in Canada. These full

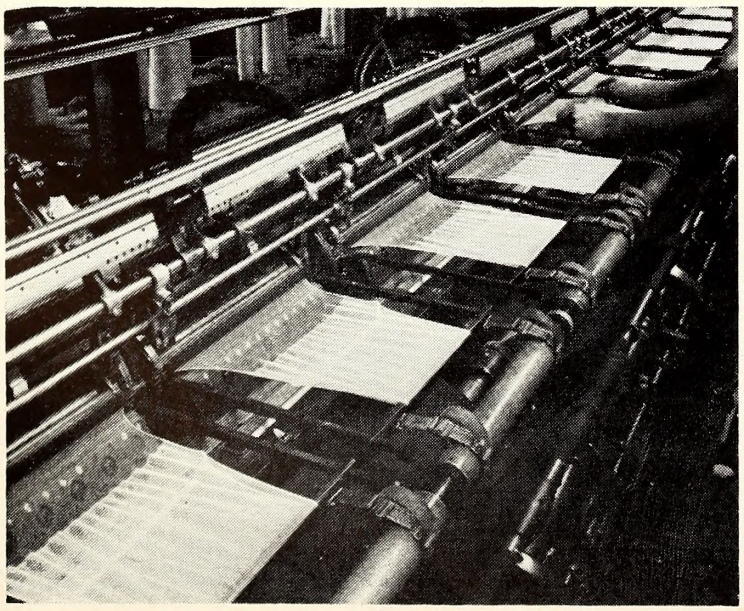


Testing machines used in checking Cameo and Ballet brands of Burlington Mills hosiery.

fashioned plants are located in Randleman, Wadesboro and two in Burlington and in Salem, Marion, Chilhowie, Virginia, in Dothan, Alabama, and in Montreal, Canada. Men's hosiery plants, the production of which has more than doubled since 1947, are located in Kernersville and finishing at the McLaurin Plant at Asheboro. Last year Burlington acquired the Sarfert Plant in Philadelphia by purchasing the Sarfert Hosiery Co. Seamless hosiery is produced at the big Harriman, Tenn., plant purchased by Burlington in 1944. By the addition of a throwing department in 1947 this became one of the world's largest plants producing finished stockings from raw yarn. A throwing plant at Graham supplies processed nylon to all the domestic knitting plants and two dyeing and finishing plants are operated, one in Greensboro and one at Burlington. Recently, to round out its hosiery production, Burlington acquired a new and completely modern hosiery plant in Montreal, Canada, and established a dyeing and finishing plant in Los Angeles, California.

Manufacturing management in hosiery is headed jointly by C. C. Furr, manager of full fashioned, throwing and "no-seam" operations; J. P. Kelly, who directs all full fashioned finishing, production planning and quality control, and C. E. Crutchfield, who directs all half hose production. Herbert Kaiser heads Burlington's merchandising operations from the Empire State Building in New York. Here a fashion bureau is maintained with widespread controls in the United States and Paris to assure that Bur-Mil Cameo stockings will be just right in color and style to match the latest fashions. Full time fashion coordinators travel from store to store throughout the country illustrating the fashion importance of hosiery as related to suits, dresses, hats and accessories.

Burlington's Cameo and Ballet brands of high quality women's hosiery are nationally advertised and are to be found in leading department stores throughout the nation. Men's fine half hose, started in 1942, are to be found in all leading men's stores.



A few of the modern multi-section full fashioned hosiery machines of Burlington Mills.

Through its quality control laboratory in Burlington the company keeps constant check on all products. The scientific laboratory, equipped with the latest testing and research machinery, is constantly testing and examining all products to insure uniform high quality.



Carefully checking each full fashioned stocking at Wadesboro Plant, Burlington Mills.

Grabur Plant, Burlington, was a small mill built in April, 1935, as the Grabur Silk Throwing Co. It operated under the ownership of W. H. May, B. V. May and J. H. McEwen until mid-1948. At that time Burlington Mills acquired the plant and has put in many improvements. The Grabur Plant produces yarn for the hosiery division and employs around 150 workers.

Greensboro Hosiery Finishing Plant—This plant was built in 1931 by J. H. Adams and was operated by Vogle-Watkins as a half hose plant until 1945 when Burlington acquired it and converted it into a hosiery finishing operation. It employs around 350 workers.

May Finishing Plant, Burlington, was originally built in 1918 for the National Dyeworks which operated it until 1947 when it was purchased by May Hosiery Co. In 1940 the plant became a part of May McEwen-Kaiser Co. which operated it until 1948. At that time Burlington Mills acquired the May McEwen-Kaiser Co. and all of its properties. Many improvements have been made in this plant which dyes and finishes full fashioned hosiery, employing about 500 workers.



Folding and boxing hose in the May Finishing Plant of Burlington Mills.

May Hosiery Plant, Burlington—This plant also was a part of May Hosiery Mills and later the May-McEwen-Kaiser Co. It was built in 1928 and produces full fashioned hosiery, employing about 350 workers. This plant has been improved several times.

McEwen Knitting Plant, Burlington—This plant was built in 1925 by the McEwen Knitting Co. and became a part of the May-McEwen-Kaiser organization in 1940. It was acquired by Burlington Mills by merger in 1948. Employing about 375 workers, this plant produces full fashioned hosiery.

McLaurin Hosiery Plant, Asheboro, was built in 1931 by a Mr. De Moss who operated it for two years. In 1933 N. M. Cranford purchased the plant and operated it until 1942. Burlington Mills acquired the plant early in 1942 and operates it as a half hose and misses' anklets plant. About 200 workers are employed.

Randleman Hosiery Plant—This unit was built in 1938 as Randleman Industries and was acquired in the same year by Burlington Mills. It produces full fashioned hosiery and is a modern productive hosiery knitting mill with approximately 200 workers.

Vance Hosiery Plant, Kernersville—This plant began operations in 1920 as the Vance Knitting Co. May-McEwen-Kaiser purchased half of the stock in 1935 but the plant continued operation under the Vance name until 1948. It was acquired the next year by Burlington Mills and now produces men's and women's half hose and stockings. About 350 workers are employed.

Wadesboro Hosiery Plant was a joint project between Burlington Mills and a group of Wadesboro citizens. It was organized late in 1938, half of the stock having been subscribed by Burlington Mills and the other by a group of local citizens, including W. Bryan Moore, Hal W. Little, L. D. Rivers, Dr. and Mrs. F. Y. Sorrell and others. The building was leased from the Wadesboro Industrial Corp. and actual operations started early in 1939. The building was purchased by Burlington in 1941 and in 1947 Burlington acquired all of the stock in the company and made the plant a part of its hosiery division. This plant, now employing about 250 workers, is a modern and productive knitting plant producing full fashioned hosiery.

HIGH POINT HAS MANY MEDIUM AND SUCCESSFUL HOSIERY ORGANIZATIONS

Information on others of the larger hosiery mills in High Point (one or more omitted by request), in alphabetical order, is given below:

CROWN HOSIERY MILLS, INC.

Crown Hosiery Mills, Inc., with a capital stock of $250,000, operates 630 circular knitting machines producing children's, misses' and ladies' anklets, ladies' seamless hose and men's fancy half hose. The principal brand is "ARK" hosiery. The New York sales office is located at 2708 Empire State Building and products are sold to jobbers and chain stores. G. H. Kearns is president, J. Allen Austen, Jr., vice-president in charge of personnel and production; Charles L. Kearns, vice-president and assistant treasurer, and Amos R. Kearns, secretary and treasurer.

DIAMOND HOSIERY CORP.

Diamond Hosiery Corp., capitalized at $300,000, operates 49 full fashioned machines producing ladies' hosiery, principal brands of which are "Fruit of the Loom" and "Diamond". Products are sold to department stores, chain stores and retailers through the firm's New York office at 1818 Empire State Building. A. Phillip Goldsmith, New York City, is president and treasurer; William Schumann and A. Donald Brinton, vice-presidents, and S. P. Goldsmith, secretary.

GUILFORD HOSIERY MILLS, INC.

Guilford Hosiery Mills, Inc., with capital stock of $120,000, operates 450 circular knitting machines producing rayon wraps, anklets and half hose and work socks. Principal brands are "Lindale", "Capsall" and "First Call". The New York office is located in the Empire State Building with J. E. McKierman as manager. Products are sold to jobbers and chain stores. John W. Lindsay, Jr., is president; Julia M. Liles, secretary; David M. Lindsay, treasurer, and R. H. Bain, superintendent.

HALTOM HOSIERY MILLS, INC.

Haltom Hosiery Mills, Inc., operates 350 circular knitting machines producing crew socks and half hose which are sold direct to jobbers and chain stores. G. C. Haltom is president and treasurer and P. R. Haltom is secretary.

HARRISS & COVINGTON HOSIERY MILLS, INC.

Harriss & Covington Hosiery Mills, Inc., is capitalized at $250,000. The plant operates 840 circular knitting machines producing men's half hose and anklets in all types of yarn. The products are sold to jobbers and chain stores. J. Welch Harriss is president; H. P. Morrison and Jack H. Thomas, vice-presidents; J. Harriss Covington, secretary and treasurer, and F. C. Morehead, superintendent.

PLYMOUTH HOSIERY MILLS, INC.

Plymouth Hosiery Mills, Inc., capitalized at $23,500, operates 116 circular knit machines producing misses' and children's anklets, infants' anklets and men's plain cotton slacks. Principal brands are "Ancestor" and "Twinkle Toes" and products are sold to jobbers, chain stores, department stores and retailers. C. S. McKenzie is president and treasurer and R. M. Jensen, secretary.

SILVER-KNIT HOSIERY MILLS, INC.

Silver-Knit Hosiery Mills, Inc., with capital of 5,000 shares of stock, operates 600 circular knitting machines producing men's half hose and anklets in rayon, silk, wool and cotton. The products are sold to jobbers and chain stores through the New York office at 1008 Empire State Building, New York. Milton Silver is president and Robert M. Silver is secretary and treasurer.

SLANE HOSIERY MILLS, INC.

Slane Hosiery Mills, Inc., capitalized at $400,000, operates 704 circular knitting machines producing boys' and men's fancy hose and wash socks, the principal brand "Sparks". The New York office is located at 2705 Empire State Building, with Henry M. Baker as manager. The products are sold to jobbers and chain stores. Mrs. M. C. Slane is president; John C. Slane, vice-president, and W. H. Slane, Jr., secretary and treasurer.

TERRY HOSIERY MILLS, INC.

Terry Hosiery Mills, Inc., capital of $30,000, operates 146 circular knit machines in two plants producing children's, misses' and women's anklets, men's slacks and athletic socks. Principal brands are "Terry Tex", "Testex", "Kiddie Sox" and "Fashion Deb". Products are sold to jobbers and chain stores. L. R. Terry is president and superintendent and M. B. Terry, secretary.

TRIANGLE HOSIERY CO.

Triangle Hosiery Co. operates 720 circular knitting machines in the production of men's half hose and boys' hose. Products are sold to jobbers and chain stores. N. M. Ayers is president and treasurer; H. P. Hardin, vice-president; F. H. Gray, secretary, and J. P. Williamson, superintendent.

OTHER HIGH POINT FIRMS

Other High Point hosiery firms follow:

Seamless—A. & L. Hosiery Mills, Inc., men's and boys' wool crew socks; Allen Jay Hosiery Mills, men's and boys' half hose; Davidson Hosiery Mills Co.; Deep River Hosiery Co., Inc., men's and boys ingrain and cushion sole, misses' anklets; Glenn Hosiery Co., infants', children's, misses' and ladies' mercerized anklets, infants' rayon anklets and ladies' cotton anklets; O. E. Kearns & Sons, Inc., ladies' and men's hosiery in cotton, wool, rayon and silk constructions, men's slacks; Kiddie Tot Hosiery Mill, Inc., misses', children's and infants' hosiery; Kitty Knit Hosiery Mill, men's, boys' and misses'

socks; McLean Co., Inc., half hose; Singer Hosiery Mills, Inc., men's ingrain and fancy hose; Smart-Sox, Inc., ladies' and misses' anklets, men's and boys' crew socks; State Hosiery Mill, Inc., men's rayon wraps and sport socks, misses' anklets; Full Fashioned—Acclaim Hosiery Mills, Inc.; Colonial Hosiery, Inc.; Jerome Hosiery Mill, Inc.; Randy Hosiery Co., Inc.

OTHER GREENSBORO FIRMS

Seamless—Ardmore Hosiery Co., Inc., men's rubber top slack socks; Juvenile Hosiery Mills, Inc., men's and boys' slack sock and boys' golf hose; Milton Hosiery Co.

Full Fashioned—Southland Hosiery Mills; Troxler Hosiery Co.

Burlington, Alamance Long State Hosiery Producing Center

Note—Large Burlington Mills hosiery operations included under Greensboro and Guilford County.

Burlington long considered the hosiery center of North Carolina, has allowed High Point to pull up alongside and Alamance County has given place to Guilford County in numbers of workers employed in the hosiery industry. Both Burlington and Alamance County continue to hold high positions in the State on this basis. Records in the Employment Security Commission office show that 54 plants, employing 7,250 workers, were engaged in the knitting industry in the second quarter of 1952. Of this number, 27 plants, employing 1,562 workers, were producing seamless hosiery; 20 plants, employing more than 4,600 workers, were making full fashioned hosiery, while seven plants, with nearly 1,100 workers, produced other knit products.

Burlington, these reports show, has 32 plants engaged in manufacturing hosiery and employing about 5,800 workers. In addition five plants, producing other knit products employ several hundred workers. Graham has nine plants, employing about 450 workers, engaged in the manufacture of hosiery, in addition to one small plant producing other knit products. Mebane has three plants, employing about 200 workers, including one small plant making knitted products other than hosiery. Glen Raven has one large hosiery plant and two small hosiery plants are located at Haw River. Gibsonville has one small hosiery plant which is reported as being in Alamance County.

While there have been some changes in the overall industrial picture in Burlington and Alamance County in the past several years, hosiery from the area continues to command a respected and prominent place in the nation's market.

Pioneer citizens of Alamance County were among the pioneer manufactnrers of hosiery in the South. Hosiery and textiles combined make the county one of heavy industrialization.

The first sustaining operation in hosiery to move into national and international prominence began in Burlington in 1906 when Will H. May and Ben V. May joined a small operation called Daisy Hosiery Mills. From a small beginning, and through savings, the brothers were able to buy the business in 1911. They started a finishing plant in 1917 and then saw their May Hosiery Mills, Inc., become one of the outstanding operations in the South.

Their firm merged with the interests of J. H. McEwen of McEwen Hosiery Mills and Herbert M. Kaiser, of New York, in 1940 to become May-McEwen-Kaiser, and then merged with Burlington Mills in 1948. The "Cameo" brand is known throughout the nation. Mr. McEwen died in 1946.

There was another comparatively small operation to start near the site of the famed Alamance Battleground in 1917 that also has reached in prominence the national level.

John Shoffner and his brother-in-law, John Black, began their half-hose business that year and in 1926 purchased property in the village of Alamance in an expansion project.

Standard Hosiery Mills has continued to grow to the point that its operations cover many areas and its merchandise in "Schiaparelli" full fashioned hosiery and "Esquire" men's hosiery are among the more prominent brands on the market. Chester H. Roth of New York City, heading the sales organization, is president of the organization, and Clyde W. Gordon of Burlington is executive vice-president and general manager.

While these, with Tower Hosiery Mills, Inc., headed by Reid A. Maynard, are the larger operations, there are smaller ones that have developed on a smaller scale.

Altogether, according to Chamber of Commerce figures, there are 56 hosiery plants in Burlington today employing 8,000 people and making 125,000 dozen men's and 75,000 dozen women's hosiery weekly.—By Howard White, Times-News, Burlington.

Note—Difference in Burlington Chamber of Commerce and Employment Security Commission figures may be explained. C. of C. figures may include auxiliary plants and plants outside and near Burlington, and a few small plants not covered by ES Law. This would add to the number of plants and add employees not strictly production and office workers in hosiery mills. Too, ESC figures are those for the second quarter of 1952, when some plants may have been closed down temporarily and others operating with reduced employment.

Standard Produces High Quality Men's, Women's Hosiery

Standard Hosiery Mills, Inc., Burlington, with half a dozen modern plants in Burlington, Alamance, Pittsboro and Fayetteville, producing such widely known brands as "Esquire" socks for men and "Schiaparelli" high styled hosiery for women, had a very modest beginning in the small community of Alamance, five miles south of Burlington near the Alamance Battleground in 1917. In that year a small wooden building with 24 half hose knitting machines, John Shoffner and his brother-in-law, John T. Black, started knitting men's half hose. This modest beginning with later enlargements, additions and acquisitions resulted in the development of one of the larger hosiery manufacturing organizations in North Carolina—Standard Hosiery Mills.

Mr. Shoffner, principal organizer, gained textile experience as a boy working for $9.00 a week in the Alamance Cotton Mills. He added to his income by odd time work in a garage and as village barber. Mr. Black, Graham grocer for several years, invested his savings in the partnership.

This small industry prospered and soon a large brick building replaced the original wooden structure. Several additions were erected, including the present Seamless Plant and Office Building. This firm pioneered in fancy knit socks for men and was the second plant in the South to affix attachments to its knitting machines to make fancy patterns. Today the fancy knit socks accounts for an estimated 80% of the total production of men's hosiery.

In 1926 this firm purchased from the Holt interests the historical "Old Alamance Mill" property on Ala-

nance Creek consisting of the Mill Building and a illage of about 50 acres and 40 dwellings. This lamance Cotton Mill was converted into a hosiery nishing plant with a capacity of 30,000 dozen men's alf hose weekly. The village houses were remodeld and repainted. A hard surfaced road and sidealks were installed and a modern water system was rovided to filter water for the plant and the village nd for fire protection.

This firm was incorporated January 1, 1928, as the tandard Hosiery Mills, Inc. First officers were ohn Shoffner, president; John T. Black, vice-presient; Clarence E. Fogleman, treasurer, and Clyde V. Gordon, secretary. These officers, with E. C. anders, superintendent; George H. Fowler, manaer of the Finishing Department, and Claude Shoffer, department foreman, composed the Board of Directors. The Chester H. Roth Co., Inc., was sales epresentative for both ladies' and men's hose.

By 1929 demand for a new plant to make ladies' ull fashioned hosiery was met by the erection of a nodern fire proof brick building. The company intalled 20 new late model leggers and 11 footers with ecessary seamers and loopers. Equipment was intalled in the dyeing and finishing departments to andle a capacity of 10,000 dozen full fashioned hose eekly. From this time production began to expand. oday the full fashioned plant has 60,000 square feet f floor space and is equipped with 64 full-fashioned nitting machines. Fluorescent lights were installed nd recently a new type of plastic flooring was laid n the inspecting seaming departments and air conitioning with year round temperature and humidity ontrol was installed.

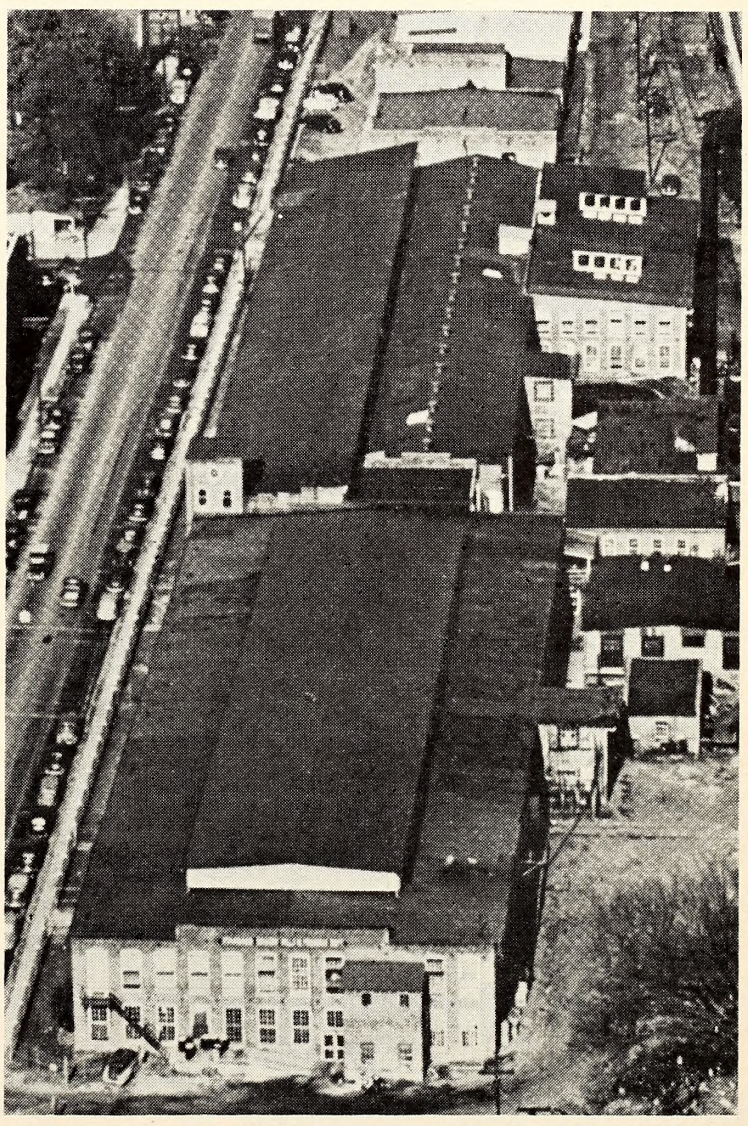
More than 600 men and women are employed in ne Alamance plants. Many of these formerly work-d in the Cotton Mill, others having come into the illage recently. Numbers live on farms, commuting s much as 40 miles daily, and others live in Burlingon. The corporation, vitally interested in the welare of its employees, contributed substantially to emodeling St. Pauls Lutheran Church, to the contruction of the Sunday School addition and erection f the modern brick parsonage. A modern 14-unit ooming house and a 7-unit apartment house are aintained for employees. A club house is the cener for community gatherings. A Scout Hut is used y boy scout and girl scout troops. A modern school us is operated by the corporation to transport the hildren of the village to the E. M. Holt School. This chool has the John Shoffner Memorial Library, said o be the best library in any consolidated rural school n the South. Summer recreation is provided at the ohn Shoffner Memorial Playground with games for oung and old and swings and wading pools for chilren. Swimming instructions and life-saving demnstrations are conducted in nearby Alamance Creek.

In 1938 Clyde W. Gordon, who had been with Standard Hosiery Mills for 11 years, and William C. Iull, formerly with Standard Hosiery and later suprintendent of Baker-Cammack Mills, became active managers of Century Hosiery Mills, Inc., located on Webb Avenue in Burlington. This modern plant had a floor space of 26,000 square feet and was used for dyeing and finishing half hose. Installation of latest machinery gave an initial capacity of 10,000 dozen half hose weekly, later substantially increased.

The Thompson Hosiery Mill was acquired in 1943 by the Century Corporation stockholders and was operated as the Webb Hosiery Co. This plant is equipped with seamless knitting machines to make men's hosiery and has some of the latest type equipment to produce sport socks. Part of the Aurora Mill property, extending 1000 feet on the north side of Webb Avenue, was acquired two years later. This property includes the present Standard Finishing Plant and Century in one building and the Webb division is in an adjacent modern wooden structure.

After John Shoffner's death in 1944, Chester H. Roth of New York City joined Standard Hosiery Mills as president, in charge of sales. Duncan A. MacKenzie was made production manager and Herbert W. Wade was secretary and treasurer.

The Finishing Plant at Alamance was moved in 1946 to Webb Avenue in Burlington. The full fash-



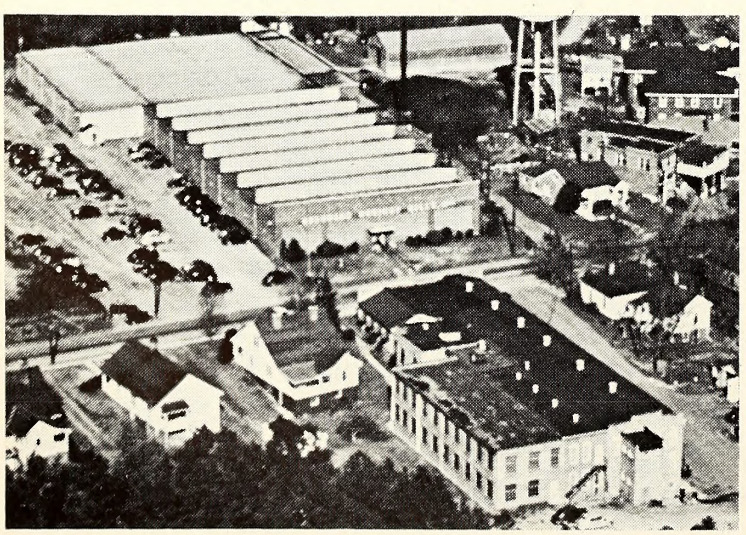
Air view of two principal plants of Standard Hosiery Mills Co., Burlington. Front is Finishing Division for ladies' hose; next is Century Division, finishing men's hose, and back building is Webb Division, knitting men's hose.

ioned finishing was handled in the eastern end of the old Aurora Building and half hose were finished at Century under a lease arrangement with Century Corp. Standard has added packaged dyeing in recent years in order to have a better control over the ingrain yarns used in the knitting departments. Yarns dyed in excess of the firm's needs are sold to other half hose mills.

Standard started a half hose greige processing plant in Pittsboro in 1947 to take care of the overflow of men's hose knitted in Burlington. Inspecting, sewing, looping and other greige processing are performed in this plant. In March 1947 the Century Corp. merged with Standard Hosiery.

Clyde W. Gordon at that time became executive vice-president and general manager of Standard Hosiery Mills, the position he still holds. He is also vice-president of Chester H. Roth Co., Inc., New York; executive vice-president and general manager of Fayetteville Knitting Mills, Inc., and vice-president of Macon Hosiery Mills, Inc., Macon, Ga. Recently he was named vice-president of the Southern Hosiery Manufacturers' Association and chairman of its full fashioned hosiery division; member of the Southern Division Advisory Committee of the National Association of Manufacturers; a director of the N. C. Textile Foundation, Inc., and a director of the National Bank of Burlington. Mr. Gordon is a member of the Board of Trustees of Elon College and of the Christian Orphanage at Elon as well as secretary-treasurer of the Elon College Foundation, Inc. He is a deacon and a member of the Board of Trustees of the First Congregational Christian Church, Burlington. He is a member and past president of the Burlington Chamber of Commerce and the Burlington Rotary Club. In addition he is a member of the committee on State Governmental Economics, the N. C. Small Business Committee and of the Regional Advisory Board, small defense administration. It is, therefore, no surprise that he was selected by the Burlington Kiwanis Club as Alamance County's citizen of the year for 1951.

Standard Hosiery operations have increased to the extent that it now has a total of 1,450 employees approximately 600 at the Alamance plants, 750 wit Century, Webb and Standard Finishing Division i Burlington, 100 at the Pittsboro plant and 50 in th Fayetteville plant.



Standard Hosiery Mills' plants at Alamance, five miles from Burlington; in foreground, Seamless Division, knitting men's hose, and in rear is Full Fashioned Division.

Standard Hosiery Mills and Chester H. Roth Co moved into the new office building on Maple Avenue Burlington, in June 1947. This building is entirel modern with air conditioning and fluorescent light ing. It has approximately 13,000 square feet of floo space utilized in consolidated payroll, billing, per sonnel, bookkeeping, accounting, purchasing organ ization and executive offices.

The Fayetteville Knitting Mills, Inc., Fayetteville was acquired by Standard Hosiery January 1, 1948 This plant knits ladies' hose which are finished i the Burlington plant. This plant produces approx imately 2,000 dozen pairs of full fashioned hosiery a week. Present machines produce 51 gauge stock ings, supplementary machinery producing the lates design in seaming.

"Esquire" brand, a completely new line of men's hosiery, was introduced in January, 1947, and an extensive advertising program is conducted in such magazines as *Life, Look, Saturday Evening Post* and trade journals. Early in 1948 Standard Hosiery called in Madam Elsa Schiaparelli, Parisian stylist famous for her costume accessories, perfumes and cosmetics and requested that she design full fashioned hosiery for the company. An aggressive campaign has since been conducted in the promotion of these newly styled hose under the brand name of "Schiaparelli" stockings. These stockings, portraying creative and color sense, are found only in the most exclusive stores.

Standard Hosiery Mills now produce approximately 20,000 dozen pairs of ladies' hose and 25,000 dozen pairs of men's half hose each week for a select and exclusive clientele.

BURLINGTON

BAKER-CAMMACK HOSIERY MILLS, INC.

Baker-Cammack Hosiery Mills, Inc., Burlington, capitalized at $800,000, operates 293 circular knit machines producing men's plain, fancy and novelty hosiery. Principal brands are "Fadecraft" and "Ascot" and customers' brands. The firm sells to jobbers, chain stores and department stores through its New York sales office at 2807 Empire State Building and in charge of R. E. Cammack, vice-president and sales manager. J. E. Baker is president and treasurer; C. A. McIver, vice-president and production manager; C. L. Cammack, vice-president and C. H. Shoffner, secretary.

Baker-Mebane Hosiery Mills, Inc., capitalized at $93,480 and located at Mebane, is a subsidiary of Baker-Cammack Hosiery Mills, Burlington. The plant operates 176 circular knit machines producing men's hosiery which is finished at Baker-Cammack Hosiery Mills. Goods are sold to jobbers, chain stores and department stores through the Burlington and New York offices of Baker-Cammack Hosiery Mills. J. E. Baker, Burlington, is president and treasurer; C. L. Cammack, vice-president, and Clive Shoffner, secretary.

ELDER HOSIERY MILLS, INC.

Elder Hosiery Mills, Inc., capitalized at $35,000, operated 140 circular knit machines producing men's wrap anklets, work socks and cushion soles. The plant does not dye or finish. Products are sold to jobbers and department stores. W. Clifton Elder is president and Mrs. Elizabeth C. Elder is secretary and treasurer.

GRACE HOSIERY MILLS

Grace Hosiery Mills, with capital of $35,000, operates 135

ircular knit machines producing men's half hose in mercerzed cotton and rayon, and misses' anklets (finished at Long 'inishing Mills, Burlington). The firm sells to jobbers and hain stores through its selling agency, Murphy, Brill & Sahnr, Inc., 358 Fifth Avenue, New York City. G. D. Moore is resident; Reid A. Maynard, secretary and treasurer, and E. I. Scott, vice-president and superintendent.

GRIFFIN HOSIERY MILLS, INC.

Griffin Hosiery Mills, Inc., with $100,000 capital, operate 150 ircular knit machines in the production of men's plain and an·y anklets, children's crew socks and anklets in cotton and nercerized cotton and men's cushion sole socks. The principal rand is "Wisgee". William S. Griffin is president and treasurer and T. B. Griffin is secretary.

PICKETT HOSIERY MILLS, INC.

Pickett Hosiery Mills, Inc., capitalized at $90,000, operates 40 circular knit machines producing men's fancy half hose finished at Long Finishing Mills, Burlington). Products are old to jobbers and chain stores through Murphy, Brill & Sahner, Inc., 358 Fifth Avenue, New York City. George C. Sharpe is president and treasurer.

SELLERS HOSIERY MILLS, INC.

Sellers Hosiery Mills, Inc., capitalized at $1,000,000, operates 24 full fashioned machines in producing ladies' hosiery. Products are sold to jobbers, chain stores and department stores through Hess-Taylor Co., Inc., Empire State Building, New York City. W. W. Sellers is president and treasurer and Mrs. Hazel Crowson Sellers is secretary.

TOWER HOSIERY MILLS, INC.

Tower Hosiery Mills, Inc., with capital of $125,000, operates 36 full fashioned machines producing ladies' hosiery, finished at Long Finishing Mills, Burlington. Products are sold through Hess-Taylor Co., Inc., Empire State Building, New York City, to jobbers, chain stores and department stores. E. H. Moore is president and Reid A. Maynard, secretary and treasurer.

OTHER BURLINGTON MILLS

Other Burlington hosiery mills follow:

Full Fashioned—B. L. Hosiery; Burcon Hosiery Mills, Inc., Burlington Mills Corp. (McEwen Hosiery Plant and May Hosiery Finishing Plant) (branch of Greensboro); Chadbourn Hosiery Mills (Plant No. 1) (branch of Charlotte); Foster Hosiery Mill; Hazel Knitting Mill, Inc.; Holt Hosiery Mills, Inc.; Long Finishing Mills; Minmar Hosiery Co.

Seamless—Brown's Hosiery Mill, Inc., infants' and children's anklets, boys' and men's slacks; Coble Hosiery Mills; Dura-Thread Hosiery Mills Co., men's argyle hose, men's fancy wraps; East End Hosiery Mill, men's half hose; Elizabeth-Meade Hosiery Mill, Inc., half hose; Full-Knit Hosiery Mill, Inc. (subsidiary of Chadbourn Hosiery Mills, Charlotte); Garrison Hosiery; Glenover Hosiery Mills, Inc., half hose; Koury Hosiery Mills; Lindy Hosiery; Lorimer Hosiery Mills, Inc., men's wraps and novelty ingrains; Major Dye Works, Inc.; Monarch Hosiery Mills; Sanders Hosiery Mills, Inc., half hose in wraps and argyles; Shadowbrook Hosiery Mills, Inc., ladies' seamless hosiery; Sykes Hosiery Mills, Inc., men's fancy half hose.

OSSIPEE

ALTAMAHAW HOSIERY MILLS, INC.

Altamahaw Hosiery Mills, Inc., with capital of $90,900, operates 135 circular knit machines producing men's half hose and anklets and ladies mercerized cotton and rayon hosiery. Products are sold to jobbers and chain stores. Dr. H. H. Simpson is president; Marion Shaw, treasurer and manager, and T. J. Blalock, secretary.

GLEN RAVEN

GLEN RAVEN KNITTING MILLS, INC.

Glen Raven Knitting Mills, Inc., operates 75 circular knit machines and eight flat knitting tricot machines producing ladies' seamless hosiery and tricot goods. In addition, the company has a plant located at Altamahaw operating 56 full fashioned machines producing ladies' hosiery. Principal brand is "Glen Raven". The firm sells to chain stores, department stores and retailers through its New York office at 265 Madison Avenue, Raymond E. Holstead, manager. Officers are Allen Erwin Gant, president, and A. H. Rogers, vice-president.

OTHER ALAMANCE FIRMS

Other Alamance County hosiery firms are:

Graham—Full Fashioned—Atsco Hosiery Mills, Inc.; Erwin Hosiery Mill, Inc.; Graham Hosiery Mills, Inc.; Isley Hosiery Mill; Jarosz Hosiery Mill; Leath Hosiery Mill, Inc.; Nu-Vogue Hosiery Mills, Inc.; Sharpe Hosiery Mills, Inc.; Seamless—Durable Hosiery Mill, half hose; Ray Hosiery Mills.

Alamance—Full Fashioned and Seamless—Standard Hosiery Mill (branch of Burlington).

Haw River—Seamless—Childrey Hosiery Mills, men's half hose; Swink Knitting; Haw Hosiery Mill, half hose, plain nad fancy.

Hickory and Catawba Co. Big Producers of Men's Hosiery

Hickory has become one of the four most important centers in North Carolina, along with Burlington, High Point and Asheboro in the manufacture of hosiery. As is characteristic of the hosiery industry in North Carolina, with only a few outstanding exceptions, the hosiery industry in and around Hickory is made up primarily of numerous small plants. Approximately 55 plants are now engaged in hosiery manufacturing in Hickory while numbers of other plants are in successful operation in the immediate area. Many other plants, such as cotton spinning, dyeing and finishing, dye manufacturing, paper box plants and numbers of other related industries have developed in Hickory to supply materials and equipment used in the hosiery industry.

Two of Hickory's long-time bankers, K. C. Menzies and J. L. Cilley, officers of the First National Bank of Catawba County, and L. C. Guilford, publisher of the *Hickory Record*, got their heads together and came up with the information that between six and seven million dollars is invested in plants engaged in hosiery manufacture in the City of Hickory.

They recall that J. A. Cline established the first hosiery mill in Hickory in 1906, producing men's cotton hose. The firm J. A. Cline & Son is now located at nearby Hildebran. C. S. Grove located in Hickory from Maryland and started the second hosiery mill. Elliott Knitting Mill was organized in 1910 by Eubert Lyerly and started operation with a few machines in unused space in an ice and coal building.

Hickory's hosiery industry has developed almost entirely within the past 25 years. In 1925 only four plants were in operation. Today the approximately 55 hosiery plants in that city have a capacity for producing an estimated 150,000,000 pairs of hose in a year. In the seamless hose field Hickory ranks among the leading centers in the country and full fashioned hosiery is now produced in large quantities. Hosiery mills now employ as many workers as are employed in other textiles and furniture combined. Approximately 4,000 workers, Max R. Steelman, executive secretary of the Hickory Chamber of Commerce, estimates are engaged in hosiery manufacturing, as compared with about 2,000 in other textiles and about 2,000 in furniture manufacturing. Probably more than $16,000,000 is distributed annually among the workers in Hickory's hosiery mills.

Catawba County, which is almost in exact tie for

third place in the State with Randolph County in the number of workers employed in the hosiery industry, is noted for the numerous small hosiery plants, most of them in Hickory, but with others in Newton, Claremont, Conover, Catawba and Maiden.

Catawba County, Employment Security Commission records show, contains 75 plants engaged in manufacturing hosiery and other knit products and employing approximately 5,640 workers. Of these plants 68, employing about 4,100 workers, are engaged in manufacturing seamless hosiery while three plants employing about 150 workers, manufacture full fashioned hosiery. In addition four plants, em ploying nearly 1,400 workers, are engaged in mak ing other knit products.

Hickory has 55 hosiery plants employing 3,30 workers. Newton has 11 hosiery plants with em ployment of about 700 in addition to two large plant producing other knit products. Catawba has tw small hosiery plants, Conover has one, and one i located at Maiden, a branch plant of Whisnant Hos iery Mills at Hickory. Claremont has three smal plants and another small one is located near Vale inside the Catawba County line.

Elliott and Lyerly Large Men's, Women's Hosiery Makers

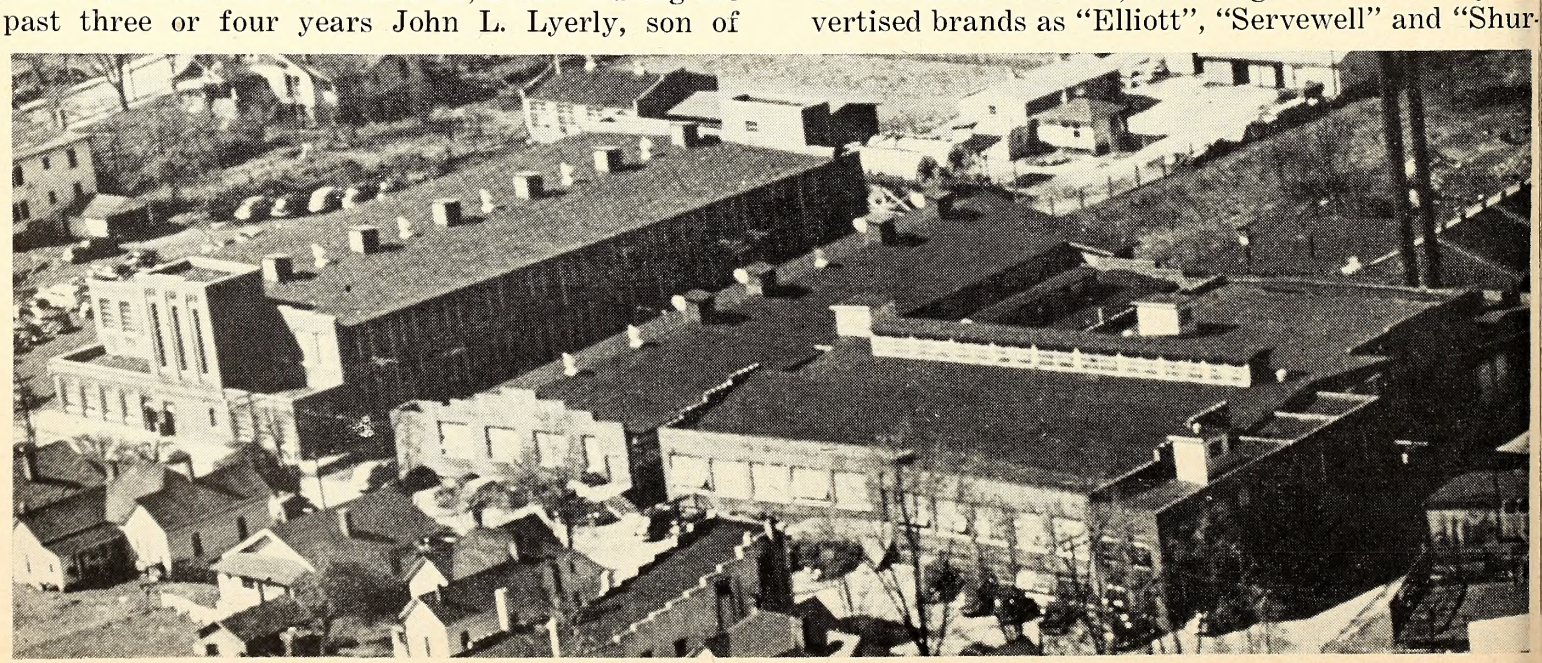
Elliott Knitting Mills, Inc., Hickory, was started in 1910 by Eubert Lyerly and associates in Hickory, the most important of whom was J. D. Elliott, a prominent and substantial citizen of Hickory. For many years he served as president of the company soon after it was started. Lyerly Full Fashioned Hosiery Mills, Inc., was also started by Eubert Lyerly and others in 1928. The two organizations with branch plants have developed into an important and leading industry in Hickory.

Elliott Knitting Mills began operation in an old roller mill building with a few machines and a few employees. In 1916 Eubert, Walker and George Lyerly, brothers, bought out the interests of J. D. Elliott, president, and other stockholders and reorganized the company. George Lyerly was named president; Walker Lyerly vice-president, and Eubert Lyerly continued as secretary-treasurer and general manager until 1938. At that time his brother, George Lyerly, became secretary-treasurer and Mrs. J. B. Lyerly, widow of Eubert Lyerly, was elected president and continues to hold that position. George L. Lyerly continued as secretary-treasurer as well as general manager of the industry until a few years before his death on November 20, 1952. During the past three or four years John L. Lyerly, son of Walker Lyerly, has served as general manager o the corporation.

Present officers of Elliott are Mrs. J. B. Lyerly president; C. L. Morgan, secretary, and George L Lyerly, Jr., treasurer.

Elliott Knitting Mills in 1923 built a branch plan at Catawba about eight miles away and operated i in the manufacture of men's hosiery until it wa closed down last year. This plant employed abou 300 workers and was considered one of the mos complete men's hosiery plants in the entire South This property was bought by John L. Lyerly in Feb ruary, 1953. In 1947 the company started a looping plant at Cleveland, Iredell County. This plant, em ploying about 35 workers, is engaged in looping (sewing up the toe) of hosiery produced by the Elliott Knitting Mills.

Elliott Knitting Mills operates 500 circular knit ting machines in production of men's and women's plain and fancy seamless hosiery, fine grade men's hosiery, largely of Nylon, but some with mercerized cotton and Rayon. Sales are made through Lyerly Sales, Inc., with offices in the Empire State Building and at Chicago to jobbers and chain stores, both under the Elliott brands, including such nationally advertised brands as "Elliott", "Servewell" and "Shur-



Air view of plants of Elliott Knitting Mills, Inc., right, and Lyerly Full Fashioned Mills, Inc., on left, Hickory.

fit", as well as under the customers' own brands. George Bogal is manager of the New York office, Harry W. Finnell is manager of the Chicago office and C. L. Morgan has charge of sales from the Hickory office.

LYERLY FULL FASHIONED MILLS

Lyerly Full Fashioned Mills, Inc., Hickory, a separate corporation but closely allied with Elliott Knitting Mills, was started in 1928 by Eubert Lyerly, George Lyerly and R. L. Bothwell. The company built a large modern plant, containing 20,300 square feet of floor space. In 1935-36 an addition was built, doubling the space to 41,600 square feet.

Lyerly produces high grade Rayon, Lisle, Nylon and Silk hosiery on 46 full fashioned machines, 45 and 51 gauge. It employs around 175 workers and has an annual payroll of approximately $325,000. Sales are handled through the Lyerly Sales, Inc., and are handled by the same officials as those handling Elliott Knitting Mills' sales.

George L. Lyerly was secretary-treasurer and general manager of the corporation from the time it was formed until 1947, five years before his death last fall. Since that time his son, George L. Lyerly, Jr., upon his return from service in World War II, has served as general manager of the industry. Mrs. J. B. Lyerly, widow of Eubert Lyerly, was elected president, following the death of her husband in 1938.

Present officers of Lyerly are Mrs. J. B. Lyerly, president; C. L. Morgan, secretary, and George L. Lyerly, Jr., treasurer.

The Lyerly brothers, Eubert, Walker and George, were all prominent and important citizens of Hickory, taking active interest in all civic, educational, church and other affairs. All three served as mayor of the City of Hickory. Walker Lyerly, Sr., operated the Hy-Lan Furniture Co. for many years until his death in 1947 and Mrs. Lyerly has since been president of this firm.

Lyerly-Morgan Co., an affiliated organization, operates 32 full fashioned 54 gauge machines, manufacturing, dyeing and finishing women's hosiery. Products are sold to jobbers, chain stores, department stores and retailers. George L. Lyerly, Jr., is president and C. L. Morgan, secretary-treasurer.

John L. Lyerly & Sons, Inc., Catawba, was organized and chartered in February, 1953, with an authorized capital of $200,000 for the purpose of operating a hosiery mill and performing other usual activities of such corporations, the Secretary of State's Office announced. Announcement was made that John L. Lyerly, general manager of Elliott Knitting Mills, Inc., Hickory, had resigned and purchased the Catawba plant of the Elliott firm to develop a new knitting mill. Since 1939 this Catawba plant had produced men's undyed half hose and anklets. Mr. Lyerly announced that he would dispose of much of the machinery and install new equipment to manufacture finished hose.

Among the other large hosiery mills in Hickory, listed alphabetically, are those shown below:

BROWN BROS. HOSIERY MILLS, INC.

Brown Bros. Hosiery Mills, Inc., operates 200 circular knitting machines in the production of men's half hose, mercerized, single and double sole, cotton and rayon fancies, cotton and acetate fancies, combination goods with stems, arrow clocks, goods with mock wraps, cotton numbers and mercerized goods with rayon and celanese. Principal brands are "BB", "Jay Walk" and "Verified". The New York office is located at 4003 Empire State Building with George W. Wagner as manager. Sales offices are also located in Indianapolis and San Francisco. Products are sold to jobbers and chain stores. Z. W. Brown is president and superintendent.

ELLIS HOSIERY MILLS, INC.

Ellis Hosiery Mills, Inc., capitalized at $363,500, operates 250 circular knitting machines producing men's half hose, wraps and komets. Goods are sold to jobbers and chain stores. The New York office is at 2825 Empire State Building with Howard L. Broer as manager. Ellis Mills is president and treasurer and Ella Lee Shuford is assistant secretary and assistant treasurer.

HAFER HOSIERY MILLS

Hafer Hosiery Mills, individually owned, operates 200 circular knitting machines making men's half hose and slacks which are sold to jobbers, chain stores and department stores. R. G. Hafer is proprietor and Henry Beam is superintendent.

HOLLAR HOSIERY MILLS, INC.

Hollar Hosiery Mills, Inc., capitalized at $200,000, operates 134 circular knit machines in the production of seamless hosiery. Products are sold to jobbers and chain stores through Iselin-Jefferson Co., 3003 Empire State Building, New York City. Mrs. O. L. Hollar is president; W. L. Hollar, treasurer, and Zack Hollar, secretary.

KNIT-SOX KNITTING MILLS, INC.

Knit-Sox Knitting Mills, Inc., operates 203 circular knitting machines in manufacturing misses' and children's anklets. Sales are made through Knit-Sox Sales Co., 1212 Empire State Building, New York City, Alex Seefried, manager. Products are sold to jobbers, chain stores and department stores. Louis Lavitt is president, Sam Lavitt, secretary and treasurer, Foy Hefner, superintendent of knitting, and F. W. Stedman, superintendent of finishing.

PIEDMONT HOSIERY MILLS

Piedmont Hosiery Mills, capitalized at $100,000, operates 131 circular knit machines producing men's half hose which are finished at Newton Knitting Mills, Newton. Products are sold

WHISNANT HOSIERY MILLS

Whisnant Hosiery Mills, Inc., Hickory, did not return corrected and approved copy of an article prepared on this firm after the Editor had visited the plant and secured information for the article from proper officials. After copy of the article was sent to Ernest E. Whisnant, president and manager, and another letter written to him requesting the return of an approved copy, Mr. Whisnant responded that he had not received copy. Another copy was sent but was not returned in time for use in this issue.

Without approved copy it was felt that only such information as had been given out officially on the firm should be used. This was found in the 1952 issue of "Buyers' Guide to Southern Hosiery and Knitwear Manufacturers", issued by Clark Publishing Co., Charlotte. This information follows:

Whisnant Hosiery Mills, Inc., with capital stock of $600,000, with a branch mill at Maiden, operates 612 circular knitting machines manufacturing, dyeing and finishing men's fine half hose and slacks, Komets and wraps. Selling agency is Hanes Hosiery, Inc., 2401 Empire State Building, New York City, and products are sold to jobbers, chain stores and department stores. Ernest E. Whisnant is president and manager; Harry J. Williams, vice-president; Mary Edith Councill, secretary, and Mrs. Louella Whisnant, treasurer.

to jobbers and chain stores through Iselin-Jefferson Co., 3003 Empire State Building, New York City. F. K. Stevens is president and treasurer and G. H. Standard, superintendent.

SHUFORD HOSIERY MILLS, INC.

Shuford Hosiery Mills, Inc., capitalized at $100,000, operates 222 circular knitting machines in manufacturing men's half hose in plain and embroidered clocks, Banner split foot and special fancies in rayon combination, mercerized. Sales agency is Murphy, Brill & Shammer, 358 Fifth Avenue, New York City, and products are sold to jobbers and department stores. Wert B. Rhyne of Cherryville is president, E. P. Rhyne, vice-president and treasurer, Mildred Rhyne, secretary, and A. E. Lutz, superintendent.

WALTON KNITTING MILLS, INC.

Walton Knitting Mills, Inc., operates 123 circular knit machines making men's split foot half hose, anklets in mercerized rayon and nylon and men's rib goods. Principal brands are "Hi-Tone" and "Townsman". Products are sold to jobbers and chain stores. E. W. Walton is president and treasurer and E. W. Walton, Jr., secretary.

WHITING HOSIERY MILLS, INC.

Whiting Hosiery Mills, Inc., capitalized at $75,000, operates 154 circular knit machines in manufacturing work socks. Products are sold in grey to J. A. Cline & Son, Hildebran. Carl V. Cline, Jr., is president and A. W. Shuford, secretary and treasurer.

Other Hickory hosiery mills follow:

Seamless—Bedington Hosiery Mills, men's wrap socks and boys' anklets; Belk Hosiery Mill, half hose and slacks; Brooks Hosiery Mill, misses' hand transferred anklets and crew socks; C. & D. Hosiery Mill; Cape Hickory Hosiery Mills, men's half hose; Crest Hosiery Mill; Duke Hosiery Corp., men's hose and rubber top slacks; Early Bird Hosiery Mill, men's anklets and half hose, misses' and children's anklets; Eighth Street Knitting Mill; Ford Hosiery Mills, Inc., men's and boys' genuine wraps, sport hose and fancy and staple hosiery; G. & H. Hosiery Co., Inc., men's acetate and rayon plaited and cotton plaited, lisle and plain cotton half hose, anklets and men's seamless hose and long and short wraps;

Gilbert Hosiery Mills, Inc., half hose; Roy L. Good Hosiery Mill, men's and boys' ingrain sport socks; Hughes Affiliated Mills; James Knitting Mills, Inc., men's plain longs, men's anklets and reverse plaits; Johnson Hosiery Mill, rayon and vat dyed wraps; Kenworth Hosiery Mills, boys' and men's half hose and genuine wrap anklets; Boyd Lee Hosiery Mills, Inc., men's and boys' anklets, men's and misses' crew socks, men's argyle wraps and boys' blazer and reverse plait; Line-Made Hosiery Mills, children's and misses' anklets; Longview Hosiery Mill, rayon wrap anklets; Lutz Hosiery Co., misses' and men's anklets; Marlowe Hosiery Mills, Inc., men's mercerized and combed cotton half hose and anklets; McKinney Hosiery Mills, infants' hose; Meadowbrook Hosiery Mills, argyle anklets and long wraps;

Menzies Hosiery Mills, Inc., argyle anklets; Midway Hosiery Mills, Inc., Banner wraps and boys' slacks; C. D. Newton Hosiery Mill, men's slacks; Red Hill Hosiery Mill, Inc.; Ruby Hosiery Mill, Inc., men's and children's hosiery; Setz-Right Hosiery Mills, Inc., heavy mercerized rib sport anklets in color anklets and half hose wraps, PW and spiral fancies; Simmons Hosiery Mill; Southern Hosiery Mills, half hose; Sterling Knitters, Inc., 70 gauge infants' and children's picot top anklets; Stirewalt Hosiery Mill, men's half hose and wrap anklets; Teague Hosiery Mills, Inc., men's half hose; Test Hosiery Mills, men's ingrain wrap anklets; Viewmont Hosiery Mills, men's and boys' anklets and slacks; Mrs. K. T. Williams; Windy City Knitting Mills, Inc., half hose, men's and misses' anklets.

NEWTON

Among the larger Newton plants are the following:

BOTHWELL MILLS, INC.

Bothwell Mills, Inc., with capital of $200,000, operates 150 circular knit machines manufacturing men's fancy half hose. Products are sold to jobbers, chain stores and department stores. R. L. Bothwell is president and treasurer and R. J. Parker, Jr., is secretary and assistant treasurer.

NEWTON KNITTING MILLS, INC.

Newton Knitting Mills, Inc., with capital of $275,000, operates 155 circular knit machines producing cotton anklets and longs. Products are sold to jobbers, chain stores and department stores. P. W. Herman is trustee and Mack J. King, Jr., manager.

RIDGEVIEW HOSIERY MILLS CO.

Ridgeview Hosiery Mills Co., with capital of $308,400, operates 201 circular knit machines in manufacturing ladies' seamless hosiery. This firm also operates 22 full fashioned machines producing ladies' hosiery. Products are sold to jobbers and chain stores through S. C. Arrowwood & Co., 2701 Empire State Building, New York City. J. R. Gaither is president and treasurer and Cowles Gaither is vice-president and secretary.

NEWTON AND CATAWBA MILLS

Other Newton hosiery mills follow: Seamless—Catawba Valley Finishing Co., misses' and boys' half hose and anklets, men's spirals; Cilley Hosiery Mills, half hose; Quality Hosiery Mills; Spencer Hosiery Mills, Inc., men's and boys' anklets; Whenball Hosiery Mills, Inc., men's half hose in celanese and cotton transfer, rayon Merrow stem, men's fancy celanese and rayon automatic duplex top, celanese and rayon and plain rayon numbers with or without Merrow stem; Whitener Hosiery Mills, Inc., men's ingrain anklets; Yount Hosiery Mills, men's fancy half hose and anklets; Full Fashioned—Barringer Hosiery Mills.

Other Catawba County hosiery mills follow: Seamless—Conover Knitting Co., Conover, Banner wrap and reverse solid color patterns and links and links; C. D. Jessup & Co., Claremont; Little Hosiery Mills, Claremont, men's half hose and misses' anklets; Wear Rite Hosiery Co., Inc., Claremont; Catawba Hosiery Mills, Inc., Catawba, infants', children's, misses' and boys' anklets; Robinson Hosiery Mill, Catawba, men's half hose and anklets; Cookville Hosiery Mill, Vale, men's half hose, men's and misses' anklets.

Acme-McCrary Leading Firm in State's Hosiery Industry

Acme Hosiery Mills, Inc., with its younger but equally vigorous brother, McCrary Hosiery Mills, Inc., both located in the industrial city of Asheboro and near the geographical center of the State, started in a very modest way 43 years ago, has developed into one of the very successful hosiery mill groups in North Carolina. Acme, producing seamless hosiery, and McCrary, manufacturing fine gauge full fashioned hosiery, have developed the industry to the extent that annual net sales exceed $7,500,000, demonstrating that ability, industry and integrity are basic qualities for success in this nation of free enterprise.

In 1909 D. B. McCrary and T. H. Redding, his partner since 1897 in a hardware and farm machinery store, purchased a small struggling hosiery plant in Asheboro. This plant was a two-story building 60 x 100 feet with a one-story dye house 40 feet square. Starting in mid-July that year with 80 Mayo machines and a plant lighted by carbon filament lamps, Acme operated 11 hours a day in producing seamless cotton stockings, dyed in kettle dye machine. Only two colors, black and cordovan, were available.

In 1915 a two-story addition, 100 x 60 feet, was built south of the original Acme plant. Even before this addition was completed, plans were underway for a second identical addition. By 1917 this second addition had been equipped and was in operation. Production then went to 3,500 dozen pairs of hosiery daily.

Meanwhile in 1916 Acme officers purchased Sapona Cotton Mills at Cedar Falls, five miles away, to supply yarns for the hosiery produced. With the

approach of World War I and since fast dyes were available from Germany only, D. B. McCrary, with characteristic forethought, purchased a solid carload of dyestuff which lasted until American dyestuffs were perfected. After World War I a large new building was added for increased production of cotton yarns, and later the weaving plant was converted into a throwing plant—the first completely "large package" silk throwing mill in the nation.

Meanwhile, on the eve of Acme's expansion, in 1918, Mr. McCrary's partner, T. H. Redding, died. Later his son, T. Henry Redding, took over and became an official in Acme.

Rayon, which became available in 1920, was adopted as a material by Mr. McCrary. The first rayon products were "boot" stockings with cotton feet and tops, giving a dressy appearance with the "new look" skirts of that period. In 1924 during the post-war depression Acme built a new three-story addition and started making silk stockings on 260- and 300-needle circular machines. By 1928 Charles W. McCrary, son of the founder and a Davidson College graduate, envisioned the bright future of full fashioned production in the south and started operations in a new building erected adjacent to Acme. In this building thirty 42-gauge full fashioned knitting machines were producing silk stockings. The firm was showing rapid growth during that period. Also in 1928 J. Frank McCrary, younger son and also a Davidson graduate, joined the firm.

Despite the depression in 1932 the nearby Parks Hosiery Mill was acquired to increase the production of full fashioned hosiery.

Previous sales of products had been made from the McCrary and Acme offices but in 1932 Mr. McCrary established a New York sales office with W. Howard Redding, a Carolina graduate, as salesman. Today he is president of the Acme-McCrary Sales Corp., Empire State Building, New York City.

The Ramseur Hosiery Mill, located at Ramseur, 10 miles away, was organized in 1938. Full fashioned hosiery in 51 and 60-gauge is produced in this plant. In 1948 it was merged with McCrary and has since been designated as the Ramseur Division.

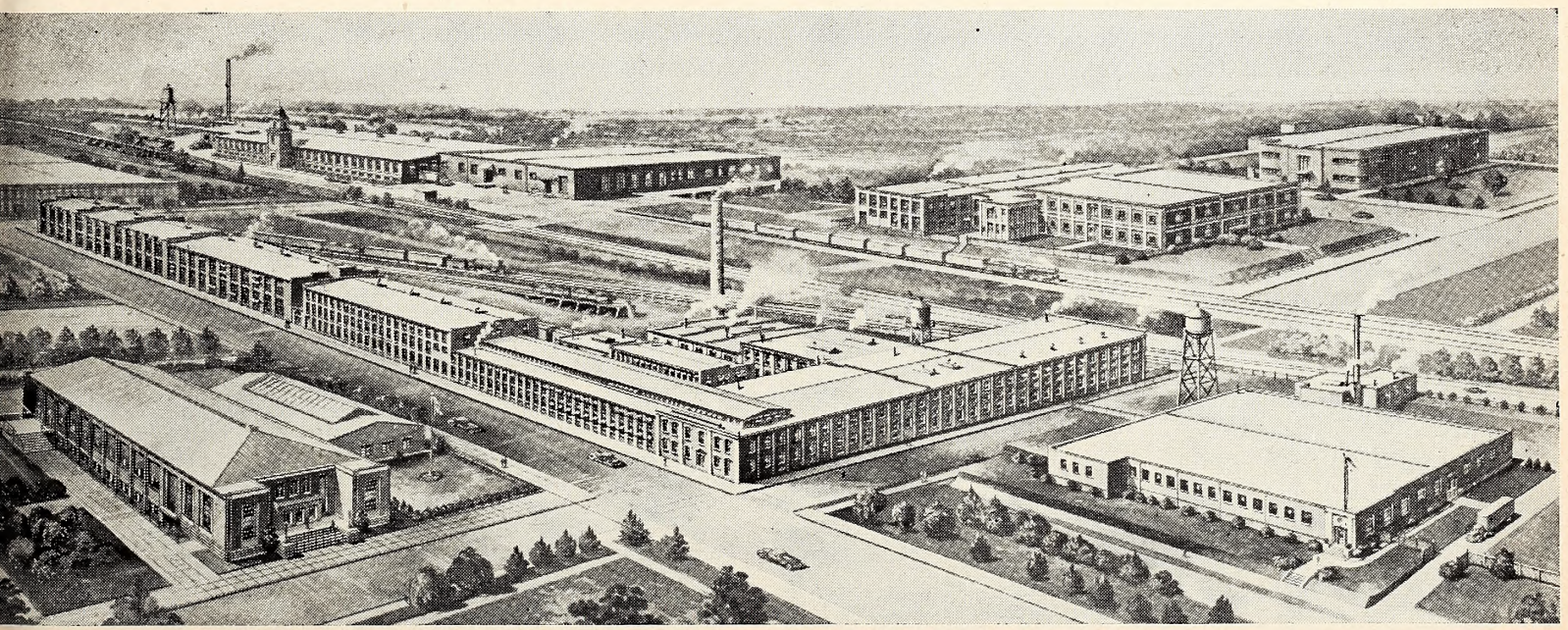
When nylon became available, Mr. McCrary and his sons were convinced that it was the fiber for the finer hosiery of the future. McCrary was one of the 32 original plants in the United States which were placed on the allocation list by du Pont, the producer. War exigencies halted plans then, but since the war a large number of 51- and 60-gauge machines have been installed in the McCrary mill. Fine gauge seamless equipment was installed in the Acme mill.

McCrary "Seam-Reminder" is a brand of full fashioned hosiery sold to department stores. This brand features an arrow knitted into the shadow welt

ASHEBORO, RANDOLPH CO. DEVELOPED INTO LEADERS IN HOSIERY INDUSTRY

Asheboro and Randolph County are forging ahead in hosiery manufacturing to the extent that Randolph County is just about tied with Catawba, based on the number of workers employed in the hosiery industry. Records in the Employment Security Commission office show that 35 Randolph County plants, employing about 4,460 workers, are engaged in the knitting industry. Of these plants 17, employing about 1,450 workers, are engaged in the production of seamless hosiery while 15 plants, employing 2,800 workers, are producing full fashioned hosiery. Three other plants, employing more than 200 workers, are engaged in making other knit products.

Asheboro contains by far the most of these hosiery plants. In that city are located 12 full fashioned hosiery mills, employing 2,360 workers, and 16 hosiery mills, employing about 1,460 workers. In addition three smaller plants, making other knit products, employ about 225 workers. This gives a total of more than 3,800 workers engaged in producing hosiery. Randleman, out in the county, is the home of a large full fashioned plant operated by Burlington Mills and another small seamless plant. Liberty has a nice full fashioned plant and a seamless hosiery plant. Ramseur contains the Ramseur Division of the McCrary Hosiery Mills of Asheboro. Trinity has a small seamless plant while Sapona Mfg. Co., a large throwing plant, producing supplies for McCrary Hosiery Mills, is located at Cedar Falls.



Composite picture of Acme-McCrary group of mills at Asheboro, with Sapona Plant at Cedar Falls shown at top left and the Acme-McCrary Recreational Building, at lower left.

directly opposite the seam as a guide to keep the seam straight. McCrary cooperates with retailers in advertising and promotion of this brand. Acme unbranded seamless hosiery is sold to chain and mail order houses and to wholesalers under the customer's packing.

D. B. McCrary, founder, was active throughout his life in church, civic, local and State affairs. He was twice mayor of Asheboro and twice chairman of the North Carolina Highway and Public Works Commission. His hobby was the Randolph Hospital and he was chairman of the hospital corporation from its start. He spent much time in managing this hospital and in recognition of his splendid service a memorial, known as the D. B. McCrary Memorial Addition, has been erected.

W. J. Armfield, Jr., president of the Bank of Randolph, was associated with Mr. McCrary in various enterprises and was connected with Acme-McCrary from the beginning as officer and director. Kemp Alexander, long an officer and for nearly 40 years superintendent of Acme, retired in 1948. He is still represented by his son, John Alexander, who is in charge of quality control of the seamless operations.

Both of Mr. McCrary's sons have continued their father's interest not only in the hosiery organization but in local and civic activities. Charles W. and J. Frank McCrary are both Methodist stewards, are both past presidents of the Asheboro Rotary Club and are directors of the Bank of Randolph. C. W. McCrary succeeded his father as president of Randolph Hospital, Inc., and is chairman of the Asheboro City School Board. He supervised the erection of the modern high school building on a 14-acre tract donated by Acme and McCrary. He is also president of the North Carolina School Board Association. J. F. McCrary has been a member of the City Council for eight years and mayor of the City of Asheboro for nearly four years. He is active in Boy Scout work and formerly was president of the General Greene Council embracing the counties of Randolph and Guilford. He is also vice chairman of the National Association of Hosiery Manufacturers.

The Acme-McCrary group of mills are embraced in three corporations, McCrary Hosiery Mills, Inc., Acme Hosiery Mills, Inc., and Sapona Manufacturing Co., Inc., in addition to the Acme-McCrary Sales Corp. in New York. C. W. McCrary is president of McCrary, secretary of Acme and secretary of Sapona. J. F. McCrary is president of Sapona, treasurer of Acme and treasurer of McCrary. W. H. Redding is president of Acme-McCrary Sales Corp. and vice-president of McCrary. T. Henry Redding is secretary of McCrary and vice-president of Acme and Sapona. Kemp Alexander is vice-president of Acme. The board of directors includes C. W. McCrary, J. F. McCrary, W. H. Redding, T. H. Redding, Kemp Alexander, W. J. Armfield, Jr., I. F. Craven and W. A. Underwood, Jr.

Acme and McCrary have enjoyed splendid employer-employee relations from the beginning. In fact, employees and management grew up together, attended school together and have always maintained friendly relations. Mr. McCrary's aim throughout his industrial career was toward more and better stockings made by good citizens in a good community. His sons are continuing that policy successfully. In the plants are 22 employees who have served for 30 years or more, 86 who have served for 20 years, and 133 who have service records of 15 years.

From the beginning the organization has sought to provide steady employment at good wages and under working conditions which are not surpassed in the industry. For many years McCrary and Acme employees have been covered by life and hospitalization insurance at no cost. These splendid conditions have brought about a feeling of pride among the employees in being a part of an organization in which every member is respected as a personality and feels that he is a vital part of the organization.

As a keystone in cementing their industrial relations program Acme and McCrary completed about three years ago a new half-million dollar recreational building just across the street from the mill offices. This building includes a large gymnasium seating more than 1200 people, a modern cafeteria, a large swimming pool, four bowling alleys, a soda shop, dressing rooms, reading rooms and a stage. These facilities are available for employees from all of the mills and their families. This recreation center is the home of the famous McCrary "Eagles" athletic teams which have won State and national recognition in semi-pro baseball and basketball circles for almost 25 years. The baseball team has won the State Semi-pro Championship and has been runner-up in these contests for several years and has placed high in the National Semi-pro Championship games. The basketball team has played in the Carolina Textile League and has won and been runner-up several times in the Southern Basketball Tournament. A schedule of 30 games is played each year including contests with leading college teams in North Carolina.

Other larger Asheboro hosiery mills:

Asheboro Hosiery Mills

Asheboro Hosiery Mills, capitalized at $63,000, operates 150 circular knit machines, producing ladies' rayon and cotton anklets. In addition, this firm operates 50 full fashioned hosiery machines producing the Cranford brand of ladies' hosiery. Products are sold to jobbers and chain stores, the New York selling agency being J. P. Doyle Co., Inc., 2704 Empire State Building, New York City. C. C. Cranford is president and S. D. Cranford, secretary and treasurer.

Bossong Hosiery Mills, Inc.

Bossong Hosiery Mills, Inc., with capital of $250,000, operates 60 full fashioned machines producing ladies' hosiery under brands of "Patricia", "Argus" and "Merrie Maid". Products are sold to jobbers and chain stores through J. C. Bossong & Co., 271 Church Street, New York City. Charles G. Bossong, New York City, is president and L. Cook is secretary and treasurer.

Tip-Top Hosiery Mills, Inc.

Tip-Top Hosiery Mills, Inc., operates 167 circular knit machines, producing Genuine wrap, English ribs, argyles and cushion soles. Principal brands are "Tip-Top", "Lucky Buy" and "Arthur Ross". Products are sold to jobbers and chain stores through J. B. Whitlock & Co., Empire State Building, New York City. Arthur Ross, Jr., is president, G. Edgar Miller, secretary, and James I. Crisman, treasurer.

RANDLEMAN

Commonwealth Hosiery Mills

Commonwealth Hosiery Mills, capitalized at $250,000 (including branch mill at Ellerbe), operates 820 circular knit machines producing misses' and ladies' seamless hose in combed mercerized, nylon and rayon. Principal brands are "Commonwealth", "Randale" and "Green Seal". Products are sold to jobbers and chain stores through the firm's New York office, 505 Empire State Building, Jack Bryne, manager. Mrs. E. W. Freeze, High Point, is president and E. W. Freeze, Jr., is secretary and treasurer.

Laughlin Full Fashioned Hosiery Mills, Inc.

Laughlin Full Fashioned Hosiery Mills, Inc., operates 30 full fashioned machines producing ladies' hosiery. Products are sold to jobbers, department stores and retailers through Liberty Hosiery Mills, Inc., J. M. Millikin, manager, 350 Fifth Avenue, New York City. T. L. Laughlin is president and treasurer and C. C. Redding is secretary.

LIBERTY

Liberty Hosiery Mills, Inc.

Liberty Hosiery Mills, Inc., operates 46 full fashioned machines producing ladies' hosiery which is dyed and finished at Gibsonville. Brands are "Veil of Beauty", "Fairlane" and "Villane". Products are sold to jobbers, chain stores, department stores and retailers through the firm's New York office at 2710 Empire State Building, J. M. Wilkin, manager. J. Harold Smith is president and treasurer.

Dependable Hosiery Mills, Inc.

Dependable Hosiery Mills, Inc., capitalized at $35,000 operates 205 circular knit machines producing ladies' and misses' seamless hose in mercerized cotton and rayon construction, misses' anklets in rayon and cotton constructions and ladies' nylon hose. Principal brands are "Dependable" and "Lady Wallis". Products are sold to jobbers and chain stores through Century Hosiery Co., 93 Worth St., New York City, J. M. Lynch & Bros., 110 S. 7th St., Louisville, Ky., and Edgar C. Robbins Co., Chemical Bldg., St. Louis, Mo. Thomas A. Johnson is president and T. Phil Johnson, secretary and treasurer.

Other Randolph County Firms

Full Fashioned—Asheboro: Brown-York Hosiery Mill; Bunting Full Fashioned Hosiery, Inc.; Charmeuse Hosiery Industries, Inc.; Richard Grey Hosiery Co.; Hammond-Cagle Hosiery Co.; Hinshaw Hosiery Mills, Inc.; Vuncannon Hosiery Mills, Inc.; Liberty: Allsheer Hosiery Mills, Inc.; Randleman: Burlington Mills Corp. (Randleman Hosiery Plant) (branch of Greensboro); McCrary Hosiery Mills, Inc. (branch of Asheboro), Ramseur.

Seamless—Asheboro: Auman Hosiery Mills, Inc., infants' anklets; Burlington Mills Corp (McLaurin Hosiery Plant) (branch of Greensboro); Burke Hosiery Mill; Fairground Hosiery Mill, children's and ladies' anklets; Handcraft Hosiery Co., men's argyles; Kennedy Hosiery Mill, misses' anklets; Augusta H. Luck Hosiery Mill, misses' and children's anklets; Martha Mills, Inc., infants', children's and misses' hand transferred anklets and half socks; Wilshire Hosiery Mills, ladies' nylon stockings; Randleman: Wee-Sox Hosiery Mills, Inc., infants' anklets; Staley Hosiery Mill Co., children's cotton hose, anklets, 5/8 length hose and crew socks, Staley; Trinity Hosiery Co., Inc., men's and boys' slacks, Trinity.

Waldensian, Pilot and Valdese Develop Successful Plants

Waldensian Hosiery Mills, Inc., Valdese, with its offsprings and closely related industries, Pilot Full Fashion Hosiery Mills, Inc., and Valdese Manufacturing Co., may well be termed a Horatio Alger of industry. These industries, starting in a small tin-covered plant by a sturdy and frugal group of Waldensians with aid from friends and well-wishers, now bring in millions of dollars annually to the descendants of three partners who at the start received $5 a month each for their labors.

The Waldensians, taking their name from Peter Waldo, suffered from religious persecution in their native Cottian Alps in Northwestern Italy. Their religion was closely related to that of the Presbyterian Church and leaders of that denomination sought to relieve some of them from persecution by establishing a colony in the United States. A committee of Waldensians was brought to this country by Presbyterian leaders and visited several sites in the United States, seeking a place for a colony. The selection was what is now the thriving town of Valdese in Burke County. While the site looked promising for farming the committee did not realize how close to the surface the rocky base was. Allotted space, the 18 families, embracing about 40 persons, settled on the acres in 1893 and began trying to scratch a living out of the rocky soil.

Discouraged, they sought other means of livelihood. A year later, under contract with the civic body, Valdese Corporation, John Meir started a small hosiery plant which lasted less than 10 months. Meir

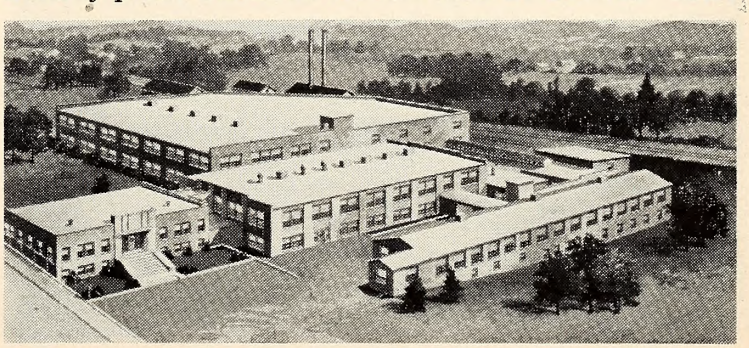


First plant with sheet iron walls of the now famous Waldensian Hosiery Mills at Valdese.

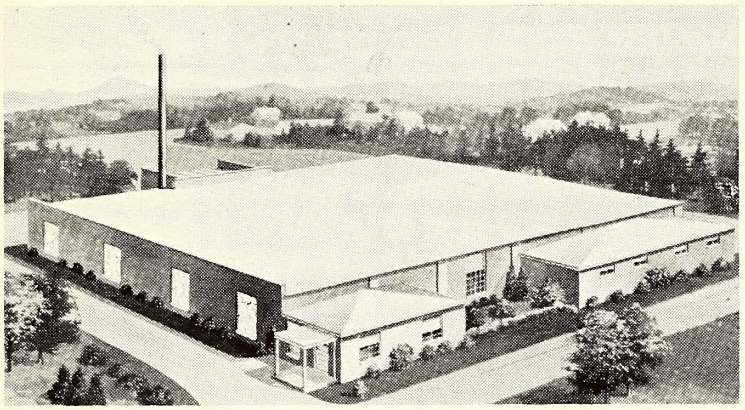
BURKE COUNTY, EARLY AND LEADING MAKER OF FINE HOSIERY PRODUCTS

Burke County is one of the important hosiery manufacturing centers in the State. The county contains 20 hosiery mills covered by the Employment Security Law and employing an average of about 3,300 workers. Of these 12 are seamless hosiery mills, employing an average of nearly 1,800 workers, and eight full fashioned hosiery mills, employing about 1,500 workers. In addition the county has two small plants producing other types of knit products.

Valdese leads the county with 11 hosiery plants, employing abont 1,700 workers. Morganton operates three hosiery and knit products plants, employing around 700 workers. Hildebran contains six hosiery plants, employing an average of about 550 workers. Drexel contains one large seamless hosiery plant while another small seamless hosiery plant is located in the edge of the county on a rural route from Hickory.



Units of present plants of Waldensian Hosiery Mills, Valdese.

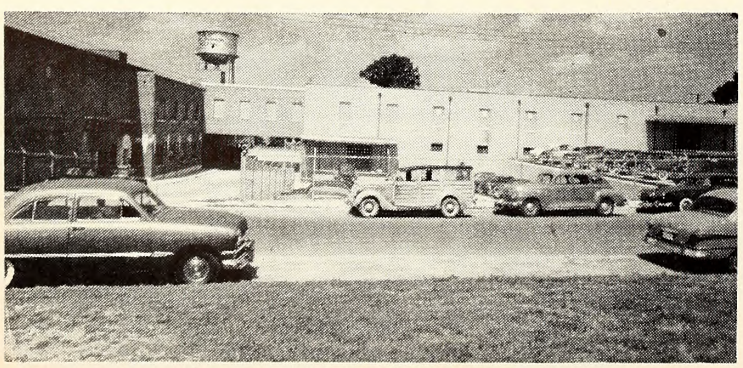


Lenoir Plant of Waldensian Hosiery Mills.

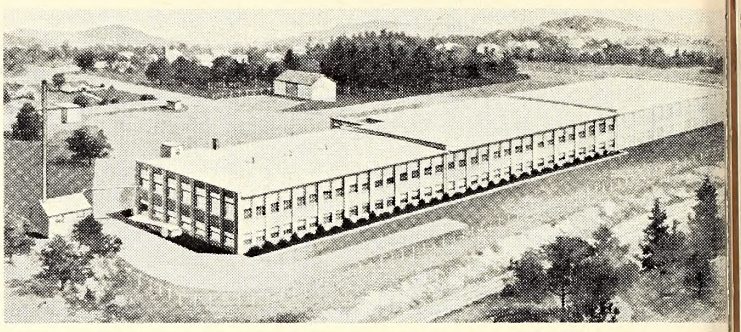
moved his few knitting machines to Newton and soon thereafter to Manning, S. C. There John and Francis Garrou joined his and soon after John Garrou was put in charge of the little mill while Francis Garrou was a machine fixer. Antoine Grill joined them in 1898 and soon after John Lewis and Henry F. Garrou, John's sons, joined them to learn the industry. The next year, hoping to start another mill at Valdese, John "Bobo" Garrou returned home to work out plans.

In 1900 the others returned home and by placing mortgages on their farms John Garrou and Antoine Grill secured a loan of $1,500 to buy machinery. They cut timber from their farms, hewed it, moved it to the site and erected the frame for a small cotton plant, 50 x 80 feet, and covered it with sheet iron. The few machines were installed and about 15 workers, men, women and children, were employed at the mill. Stockings were produced in the greige and sold to a Newton mill for dyeing and finishing for a year or more. This proved unsatisfactory and a small dyeing and finishing plant was built near the mill. In 1905 Antoine Grill and Francis Garrou had to sell their interests, Grill going to High Point and Garrou to Spartanburg, S. C., to work in hosiery mills. In a few months Francis Garrou returned bringing 10 Acme knitting machines and got back into the mill. John Lewis Garrou was sent to New Hampshire to study knitting, returning after a year or two and paid off the mortgage on his father's farm. In the 1907-09 period he was superintendent of the mill. He was then put in charge of Waldensian Hosiery Mills' operations.

In 1910 John Garrou retired, selling his interest to his three sons, John Louis, Henry F. and Albert F. Garrou, and Frank Perrou.



East view of Pilot Full Fashion Mills at Valdese.



Another plant of Waldensian Hosiery Mills.

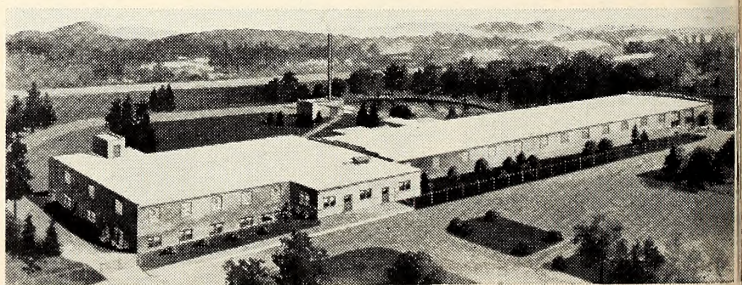
John Louis Garrou was successful in his opera tions. He decided that cotton yarns for hosier should be spun in Valdese. As a result in 1913 h secured the interest and assistance of A. M. Kistle and other Morganton men in organizing the Valdes Manufacturing Co. This plant, owned by Morganto friends and Waldensian Hosiery Mills, began opera tion December 12, 1913.

Waldensian Hosiery Mills was incorporated i 1914 and Francis Garrou was elected president wit John Louis Garrou as secretary-treasurer and als general manager of Valdese Mfg. Co. He directe the affairs of both organizations until his death lat in 1918. Francis Garrou then became general man ager of Valdese Mfg. Co. and Albert F. Garrou wa made general manager of Waldensian Hosiery Mills

Valdese operations continued to expand. During World War I, because of labor shortages and poo transportation, branch plants were started at Hig Peak, Morganton, Collettsville, Hildebran and Ma rion. With highway improvements soon afterward these plants were suspended. Pauline Knitting Mil was organized early in 1920 with Ben Pons as super intendent and A. F. Garrou, Sr., as secretary-treas urer. In 1928 this mill was merged with Waldensian Hosiery Mills, the machinery transferred and con tinued as the seamless knitting department of Wal densian. In 1926 Waldensian Hosiery Mills began making women's full fashioned hosiery, continuing on a small scale until 1928.

A new corporation, Pilot Full Fashion Mills, Inc., was formed by Waldensian and Jacob & Schey, Inc., a New York selling agent. Pilot absorbed the full fashioned facilities of Waldensian. Later Waldensian purchased new equipment and organized a new full fashioned department. This department, known as the Pineburr Plant, was sold October 1, 1952, to Pilot, which absorbed the Pineburr Plant along with its finishing department.

In 1935 another Waldensian unit was formed and owned jointly with George Blankstein, the Black-



Pineburr Division of Pilot Full Fashion Mills, Valdese.

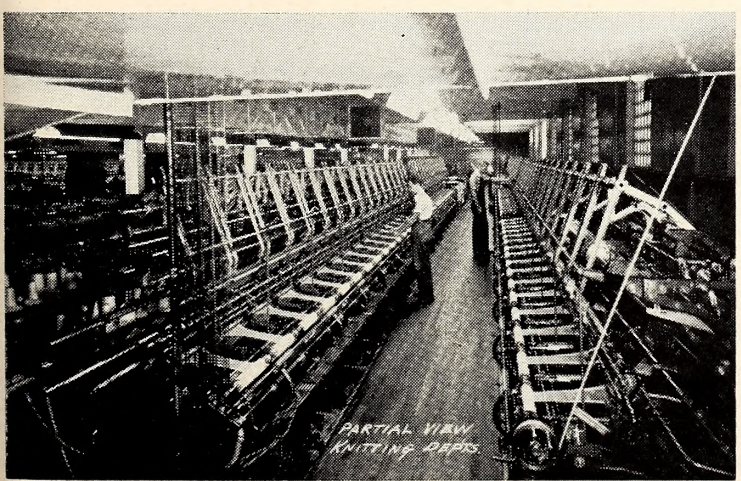
stone Hosiery Mills, which took over the former Pauline Mill Building and operated it until 1948 when the Waldensian sold its interests and the equipment was moved away.

Francis Garrou, Sr., who directed operations of both Waldensian Hosiery and Valdese Mfg. Co. for a number of years, was an active leader in the Valdese community. He served for a number of years as mayor of Valdese and was elected as representative of Burke County to the North Carolina General Assembly. He died of a heart attack early in 1937. Henry F. Garrou, a nephew, was named president of Waldensian, serving until 1948 when he became chairman of the Board. At that time Albert F. Garrou, Sr., another nephew, became president, and Louis W. Garrou was elected secretary and treasurer. Henry Grill continued as first vice-president. Albert F. Garrou, Sr., started as a mill hand and moved up through the ranks for about 40 years. He was a veteran of World War I and has been engaged through the years in many important civic activities.

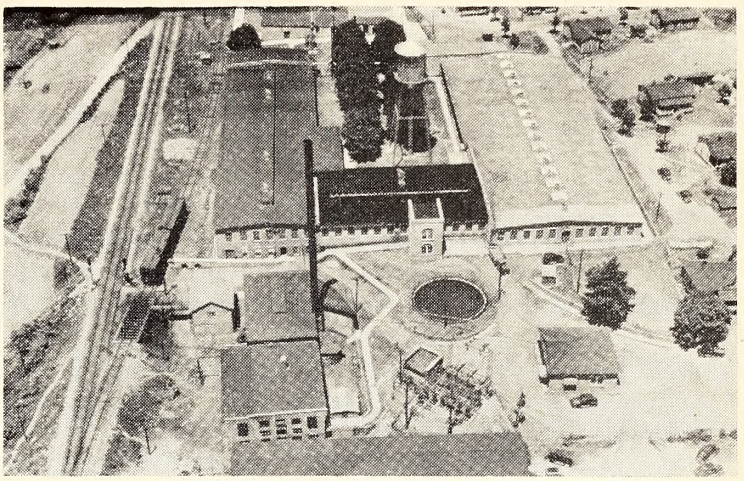
Since World War II Waldensian has expended approximately $2,000,000 for capital equipment and modernization of its plant, developing its facilities until there are few plants its equal in the hosiery industry. In 1946 Waldensian opened a seamless hosiery sales office in the Empire State Building, New York City. Through this office, in charge of John M. Grant, formerly of Valdese, the firm sells to wholesalers and chain stores under its own and under customers' brands. In 1947 the seamless department doubled its capacity by installing the most modern equipment. In 1948 the full fashioned department was greatly enlarged. (This was sold late in 1952 to Pilot.) Air conditioning equipment was installed throughout the plant.

Waldensian in 1948 built a modern brick and steel building at Lenoir as a branch seamless plant. This building contains 5,800 square feet of floor space and employs about 70 workers with an annual payroll in the neighborhood of $130,000.

In 1950 the Finishing Department was completely renovated, old buildings removed and new and modern buildings erected. The latest machinery was installed and operations were reorganized for the greatest possible efficiency in all processes. In process of erection is a modern one-story brick, steel



Partial view of Knitting Department, Pilot Full Fashion Mills.



Air view of plants of Valdese Manufacturing Co., Valdese.

and glass building 100 x 185 feet to serve as the box factory for producing boxes for shipping hosiery. The space occupied by the present box plant, which was started in 1916, will be used for storage space when the new plant is completed.

Waldensian's three main buildings at Valdese contain about 57,200 square feet of floor space in addition to the 18,500 square feet in the new box plant. Approximately 585 workers are employed in the plants at Valdese, which have an annual payroll of approximately $1,335,000. One hundred-sixty-five thousand dozen pairs of full fashioned hosiery were produced in the Pineburr plant in nine months of operation in 1952. Sales of full fashioned hosiery in that period amounted to $1,795,000. This plant employed about 155 workers with an annual payroll of about $414,000.

Waldensian, since the sale of its full fashioned department to Pilot, produces men's half hose and anklets. In 1952 more than 1,000,000 dozen pairs were sold for approximately $3,812,000.

Waldensian has always prided itself on the fine and cordial relations with its employees. A personnel department, headed by C. C. Long, personnel director, aids the employees in all of their problems. The company provides annual vacations with pay in summer and at Christmastime distributes a bonus based on earnings and length of service. Hospitalization and life insurance policies are provided for employees adapted to present day needs. A pension plan is in operation for the benefit of all personnel. The "Hose Voice", a monthly publication edited by Mr. Long, is issued for the benefit of the employees. Waldensian was a pioneer in organized recreational activities.

The Francis Garrou Memorial Hall was built in 1938 by the Waldensian interests to honor the memory of one of its founders and community leaders. This hall contains a gymnasium for games and dancing, library, basketball courts, bowling alleys, swimming pools, showers and other facilities for the use of the employees of the companies.

Present officers of Waldensian Hosiery Mills are A. F. Garrou, Sr., president; Henry Grill, vice-president, and Louis W. Garrou, secretary-treasurer. Members of the Board of Directors are H. F. Garrou,

chairman; A. F. Garrou, Sr., Louis W. Garrou, P. H. Garrou, Henry Grill, A. Leslie Harwood, Jr., of Boston, and Ben Pons.

PILOT FULL FASHION MILLS, INC.

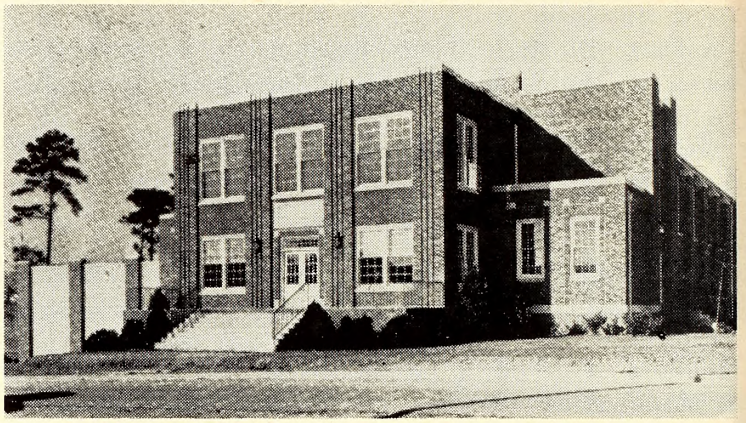
Pilot Full Fashion Mills, Inc. was incorporated June 20, 1928. Ira M. Schey, Sr., was elected president and A. F. Garrou, Sr., secretary-treasurer and general manager. As stated, the new company was formed by Waldensian Hosiery Mills and Jacob & Schey, Inc., selling agents of New York City. Waldensian had started making full fashioned hosiery in the summer of 1927 in a new building 50 x 100 feet, producing 42 gauge, 7 thread silk legs with mercerized cotton welt and foot. The first shipment of 30 dozen pairs was made to a Plymouth, Mass., firm July 1, 1928.

Pilot has been eminently successful in the production of fine women's nylon hosiery. It produces stockings 51 to 66 gauge. "Alba" is the principal brand of full fashioned nylon hosiery. This brand is nationally advertised and is sold through Jacob & Schey, Inc., New York, direct to the retail trade throughout the nation.

The pilot plant is modern, 80% air conditioned at 82 degrees and humidity is kept at 54, both valuable for the employees and in keeping the nylon in proper working condition. The plant, containing approximately 182,000 square feet of floor space, has all new machinery with an annual payroll ranging around $2,500,000 covering about 800 employees of whom 500 are women. As noted above, Pilot, as of October 1, 1952, purchased the full fashioned hosiery department of Waldensian Hosiery Mills, Inc., including the Pineburr Plant and its finishing department. The 200 workers were taken over and operations were continued with all of the conditions which existed when this plant was operated by Waldensian.

Splendid relations have always existed between employer and employees at Pilot. Group life and hospitalization insurance are provided in which the company pays 60% of the premiums. A pension plan is tied in with and supplements Federal Old Age and Survivors Insurance, starting after 15 years of service and providing a minimum income of $100 a month after 25 years of service. The company has plans at present for turning this pension plan into a profit-sharing pension plan. All employees receive one week of vacation with pay after one year of service and two weeks after five years of service. Pilot features the operation of a modern plant cafeteria serving around 300 meals a day at cost to the employees. This provides in-plant feeding with hot meals for employees on non-stop machines. "The Pilot Piper", Virginia Lane, editor, is published monthly for the benefit of the employees.

Present officers are Ira M. Schey, Chairman of the Board; Albert F. Garrou, Sr., president and treasurer; A. Leslie Harwood, Jr., first vice-president; J. L. Jacobs, second vice-president and secretary; George W. Williams, Jr., assistant secretary-treasurer, and Ben Pons, plant superintendent. Directors are: Ira M. Schey, A. F. Garrou, Sr., J. L. Jacobs, Louis W. Garrou and A. Leslie Harwood, Jr., Boston, Mass. The company has 434 stockholders.



Francis Garrou Memorial, the Valdese Community Center for employees of Waldensian, Pilot and Valdese Mills.

VALDESE MANUFACTURING CO.

Valdese Manufacturing Co. as noted above, was organized in 1913 by officials of the Waldensian Hosiery Mills and A. M. Keisler and other friends in nearby Morganton. At first officers were A. M. Keisler, president; J. L. Garrou, vice-president; Francis Garrou, Sr., secretary and treasurer, and S. V. Upchurch, superintendent and general manager.

The company was organized for the purpose of supplying soft twist corded yarns for the Waldensian Hosiery Mills which had started 12 years before. At first the plant had 5,000 cotton yarn spindles. During the first year the new firm made no profit and Mr. Upchurch resigned. He was succeeded by J. L. Garrou who took over active management of the plant in 1915. Late in 1918 J. L. Garrou died in the influenza epidemic and Francis Garrou, Sr., then manager of Waldensian, also became manager of the Valdese Mfg. Co. He continued these dual activities until 1920 when his nephew, Albert F. Garrou, and brother of J. L. Garrou, returned from service in World War I and took charge of Waldensian operations. Francis Garrou then devoted full time to the Valdese spinning mill until his death in 1937. The mill had more than tripled its capacity.

Earl N. Spencer, son of C. A. Spencer, one of the original backers and a former president of Valdese, became secretary-treasurer and active executive manager following the death of Francis Garrou in 1937. He was a graduate of the University of North Carolina in 1921 and had studied business administration in Columbia University. For 14 years Mr. Spencer was engaged in selling knitting yarns in Pennsylvania and New York. His selection was a fortunate one and the mill has been eminently successful under his direction.

Albert F. Garrou, Sr., is president of Valdese Mfg. Co. as well as president of Waldensian Hosiery Mills; Louis Bounous, who was an original stockholder and who started work in the card room at 50¢ a day, is vice-president; Mr. Spencer continues as secretary-treasurer and general manager; L. P. Guigou is assistant secretary-treasurer. Frank Paschal is plant engineer and W. C. Loudermilk is assistant superin-

endent and personnel manager. The Board of Directors include these officers and E. D. Alexander, A. L. Harwood, Jr., and A. N. Spencer. John "Bobo" Garrou, father of President A. F. Garrou, was a director until his death some two years ago.

Valdese Mfg. Co. operates two departments, a fine mill and a coarse mill, both producing single ply soft twist knitting yarns. The firm recently completed installation of a thoroughly modern million dollar back yarn dye house, one of the largest in the nation. This addition more than doubles the capacity for all types of dyeing suitable to all colors and shades designed. The plant has a modern laboratory in charge of M. Thomas B. Boyd, a skilled dye chemist, and George Rector is head dyer. More than 1,000 shades are carried by Valdese of which more than half are on the active list. The dye plant is well balanced and does a good job in commercial dyeing for the knitting trade. The capacity is about 125,000 pounds per week in any shades desired and put up on knitting cones.

Valdese Mfg. Co., as noted, was organized and started to supply yarn for the Waldensian Hosiery Mills. Now, however, approximately 4,000,000 pounds are produced each year, all of which is sold on the open market. Annual sales amount to approximately $6,000,000. The plant uses about 100,000 square feet of floor space. It employs about 350 workers and its annual payroll reaches approximately $900,000.

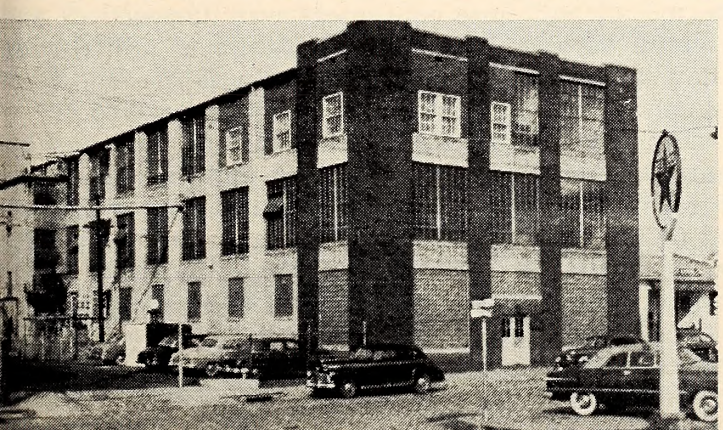
Drexel, Morganton and Huffman, Successful Hosiery Group

Drexel Knitting Mills Co., Drexel, started in 1910 by Samuel Huffman with only 20 machines making half hose of one size and two colors along with its large offsprings, Huffman Full Fashioned Mills, Inc., and Morganton Full Fashioned Co., has developed into one of North Carolina's larger and more successful groups of hosiery manufacturers.

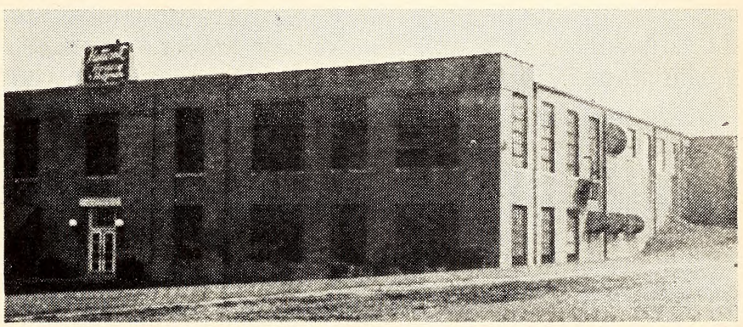
When the Drexel Knitting Mills Co. was organized and started at Drexel, about six miles east of Morganton, it was a companion industry to the Drexel Furniture Co. which Mr. Huffman had started in 1903 and which now, with plants at Drexel, Morganton and Marion, constitutes what is now recognized as "The World's Largest Manufacturer of Quality Bedroom and Dining Room Furniture." The hosiery development in the past 40 years has kept pace with the 50 year old furniture activities, both of which have been headed for a number of years by Robert O. Huffman, son of the founder.

From its beginning in a small wooden building and producing one size and two color socks Drexel Knitting Mills Co. has enlarged and expanded until it is one of the most modern hosiery plants to be found in the nation. Not many years ago all operations were carried on in 33,000 square feet of floor space. Today the plant has floor space of approximately 98,000 square feet.

A new and modern concrete cinder block building with foam glass blocks on inside wall and ceiling



Plant of Morganton Full Fashioned Hosiery Mill, Morganton.



Huffman Full Fashioned plant at Morganton.

was erected in 1947. This building contains no windows, is air conditioned throughout and is equipped with fluorescent lighting. The walls are finished in two shades of green. A new communication system was installed as well as an automatic sprinkler system. Also in 1947 the dyehouse was expanded and modernized and a new dye laboratory was added facilitating further development in efficiency and modernization.

Drexel Knitting Mills Co. now operates 435 circular knitting machines producing men's Genuine wrap, English rib and argyle half hose. Several Swiss clocking machines were added to give a wider pattern range to the line. The company has about 70 different patterns and styles of men's hose and produces approximately 3,600 dozen pairs of men's hose daily. Drexel consumes 60,000 pounds of yarns, including wool, cotton, rayon and nylon, each month.

Drexel takes pride in its friendly relations with the approximately 460 workers employed, 70% of them women. Employees have insurance policies premiums of which are paid by the company, including sick benefits, two-thirds of the cost of hospitalization, and operates a first aid station in the plant. The company operates a non-profit cafeteria for its employees and the employees operate concessions in the plant.

Drexel Foundation, established by Drexel Knitting Mills Co. and Drexel Furniture Co., provides a modern and fully equipped recreational center on the edge of the Drexel community for the benefit of the employees of both plants. This recreational center

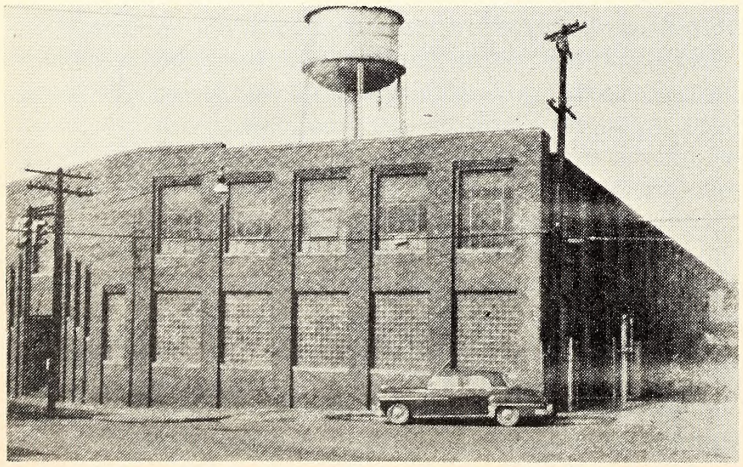
has been described as the most modern and best equipped in the entire State.

Drexel manufactures, dyes and finishes men's highly stylized half hose and anklets with the nationally advertised brand "Socks from Drexel". Sales are handled through Vick & Weyde, sales agents, 3109 Empire State Building, New York City, and are distributed to the retail trade through jobbers, chain stores, men's stores and department stores throughout the nation.

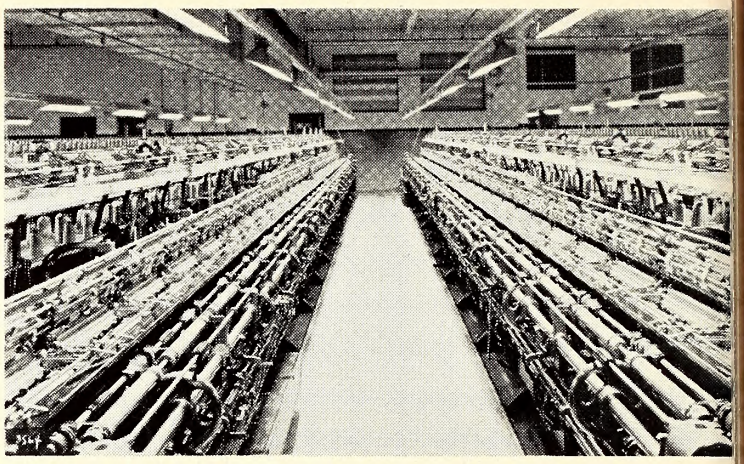
Officers are Robert O. Huffman, president and general manager; Frank L. Bowers, vice-president and treasurer; Pearle Hollar Propst, secretary, and Robert D. Walker, superintendent.

Mr. Huffman, president of Drexel, is also president of Morganton and Huffman Full Fashioned organizations in Morganton as well as president of the extensive Drexel Furniture Co. A native of Morganton he worked in the Drexel Knitting Mill during vacations as he grew up. After graduating from the University of North Carolina he became manager of the plant in 1913. He was named as president and general manager succeeding his father, Samuel Huffman, who died in 1922. Mr. Huffman is a past president of the Southern Hosiery Manufacturers' Association, past director of the National Association of Hosiery Manufacturers and serves on the Advisory Board of the Women's Full Fashioned Division of the National Association of Hosiery Manufacturers. Starting in 1943 Mr. Huffman was in Washington for more than a year, serving first as hosiery consultant with WPB for a few months, then was transferred to OPA, serving first as hosiery consultant and later as price executive of the Apparel Branch. Again he was called to Washington in 1951 to serve with the OPS as assistant director of the Consumer Goods Division for several months. Recently he was named as one of the three North Carolina directors for the National Association of Manufacturers.

In local and State affairs Mr. Huffman is a member of the executive committee of the Jefferson Standard Life Ins. Co., Greensboro; president of the Burke Farmers' Co-op Dairies; immediate past president of the Business Foundation of the University of North Carolina, serving as such in the 1950-52 period; members of the North Carolina board of directors of Liberty Mutual Life Ins. Co., and a member of the board of directors of the First National Bank Morganton; Charlotte branch of Wachovia Bank & Trust Co. and Grace Hospital, Morganton.



Garrou plant of the Huffman group of hosiery mills, Morganton.



Full fashioned hosiery machine in the Huffman Hosiery Mills, Morganton.

MORGANTON AND HUFFMAN

Morganton Full Fashioned Hosiery Co., with capital of $1,266,000, actually had its beginning soon after the turn of the century with the organization of the Vaudios Company, which in turn was taken over in 1917 by the Garrou Knitting Mills.

Garrou Knitting Mills, actually the forerunner of the hosiery industry in Morganton, was organized by the late John Garrou, Ed Alexander, the late Francis Garrou and others in 1922. A group composed of the Waldensian Hosiery Mills, Drexel Knitting Mills and their associates assumed control of the Garrou mill and guaranteed preferred stock dividends. At that time Robert O. Huffman became president and general manager. Under his management the entire equipment of the Garrou mill was sold and modern equipment installed. This included 220 needle K knitting machines producing women's seamless hose. Later these were disposed of and half hose machines, 176 needle reversed plaits and 240 needle spirals, were installed. In the years 1928-29 the mill purchased full fashioned footers, thus venturing into full fashioned half hose. Soon afterward the Garrou mill installed several 45-gauge leggers and footers and in 1936-37 the company installed 16 single unit 45-gauge knitting machines for making women's stockings. These were the most modern machines that had been developed up to that time. During this period all half hose equipment was disposed of and Garrou became 100% a full fashioned mill during the years 1928 to 1939. The old building was completely torn down and a new structure erected.

Morganton Full Fashioned Hosiery Co. was organized in 1927 by Mr. Huffman and his associates. First installation of full fashioned machines consisted of six 42-gauge, 20 section leggers and four 42-gauge, 24 section, footers. By the end of 1930 this company had installed 42, 45, and 48 gauge machines —46 leggers and 20 footers. All of this equipment has since been sold or otherwise disposed of.

Huffman Full Fashioned Mills, Inc., was organized in 1938 and installed 12 single unit 45-gauge machines. These were of the latest design at that time.

In 1941 Morganton Full Fashioned acquired complete ownership of the Huffman mill. Since that time all knitting, with the exception of fourteen 51-gauge machines in the Morganton plant, has been done at the Huffman mill. The expansion in knitting was carried out at the Huffman mill because the building was of sufficient width to accommodate the modern 32 section long machines. At present, a sizeable battery of 51, 60 and 66 gauge machines is in operation.

Morganton Full Fashioned Hosiery Co. acquired complete ownership of Garrou Knitting Mills in 1947. A few years after Morganton Full Fashioned Hosiery Co. was organized in 1927, a throwing plant was installed with a capacity sufficient to care for all needs. In the Finishing Department a conveyor system is used for boxing goods—unique in the hosiery industry. This system has proved to be very efficient.

All of these mills are under supervision of Mr. Huffman, president and general manager, and have a production of approximately 3,000 dozen hose daily. Much of the production is sold under the brand "Flat-ternit" to retailers in practically every state in the Union.

Since taking over the old Garrou Knitting Mill in 1922 Mr. Huffman has directed this program of expansion. Other officers of the company are C. E. Walker, vice-president and assistant general manager; P. V. Watlington, treasurer, and Frank C. Patton, secretary.

Morganton Full Fashioned products are sold through Vick & Weyde, 3109 Empire State Building, New York City.

The three combined plants in Morganton give employment to approximately 700 workers to whom approximately $1,700,000 are distributed in wages annually. These three plants have a combined floor space of approximately 150,000 square feet. Annual sales from these plants have reached approximately $4,100,000 annually.

VALDESE

Martinat Hosiery Mills, Inc.

Martinat Hosiery Mills, Inc., operates 255 circular knit machines producing men's half hose in Banner split foot, in nylon, rayon and nylon combinations, all rayon and full mercerized. Principal brand is "Mart-Crest". Products are sold to jobbers and through commission agents. Henry F. Martinat is president; Bertha S. Martinat, secretary, and Don H. Martinat, assistant secretary and manager.

Francis-Louise Full Fashion Mills, Inc.

Francis-Louise Full Fashion Mills, Inc., capitalized at $422,000, operates 14 full fashioned machines making ladies' hosiery which is finished at Carol-May Finishing Co., Concord. The firm operates its own office at 910 Empire State Building, New York City, with Stanley S. Friedman as manager, selling to jobbers, chain stores, department stores and retailers. Henry Grill is president and Benjamin Grill is secretary and treasurer.

Albert F. Garrou & Sons, Inc.

Albert F. Garrou & Sons, Inc., operates 11 full fashioned 66-gauge machines producing ladies' hosiery which is finished at Pilot Full Fashioned Mills, Inc., Valdese. Products are sold to chain stores, department stores and retailers. Albert F. Garrou is president, Louis W. Garrou, secretary and treasurer, and J. C. Johnson, vice-president and superintendent.

HILDEBRAN

J. A. Cline & Co., Inc.

J. A. Cline & Co., Inc., operates 350 circular knit machines producing men's fancy half hose and anklets. Plant also finishes for other mills. Products are sold to jobbers and chain stores through Cline & Star, 1508 Empire State Building, New York City. Carl V. Cline is president and Carl V. Cline, Jr., secretary and treasurer.

Hildebran Hosiery Mills, Inc.

Hildebran Hosiery Mills, Inc., with capital of $30,000, operates 110 circular knit machines producing men's half hose including "High Stepper" and "B-29". Products are sold to jobbers and chain stores. F. L. Elliott is president and superintendent and Mrs. Frances Holloway, secretary and treasurer.

OTHER BURKE COUNTY FIRMS

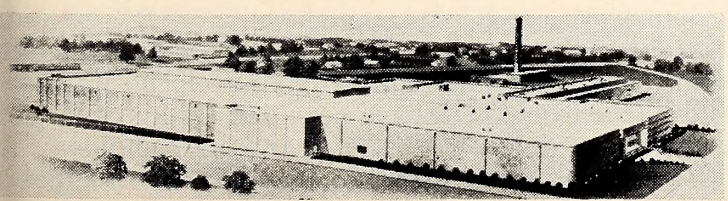
Full Fashioned—Valdese: Lovelady Hosiery Mills, Inc.; Pilgrim Full Fashion Hosiery Mills; Pons Full Fashion Mills, Inc.

Seamless—Hildebran: Burke Hosiery Mills, men's seamless hose; Childers Hosiery Mill, men's and boys' half hose and anklets of cotton, rayon and acetate; Longwear Hosiery Mill, Inc., men's and boys' ingrain wraps; Van Horn Hosiery Mill, wrap anklets; Valdese: Dolly Hosiery Mills, Inc., infants' and children's rayon and cotton anklets; John Massey Hosiery Co., misses' and children's anklets.

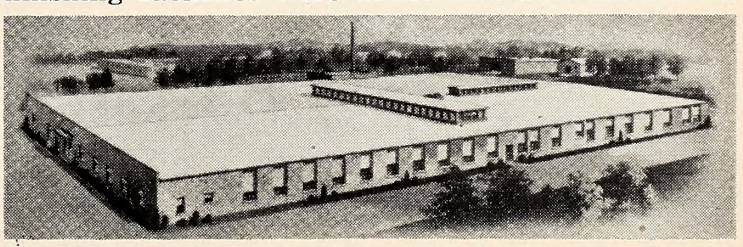
Chadbourn A Modern, New, Expanding Hosiery Producer

Chadbourn Hosiery Mills, Inc., with general offices in Charlotte and seven plants in three states, began operations only 17 years ago in rented quarters and with a few knitting machines. The organization has now developed into one of the larger producers of fine hosiery in North Carolina and sells its "Larkwood" and "Larkette" nationally advertised brands in the finer stores and specialty shops throughout the nation. The company also produces a fine line of men's and boys' hose which have a wide distribution.

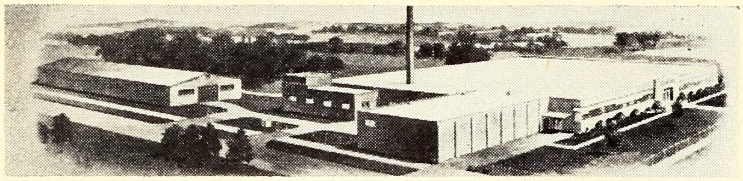
Chadbourn had its beginning in 1936 in Burlington as Rufus D. Wilson, Inc., with nine 42 gauge legging machines and three footers. The greige hosiery was finished by commercial finishers and sold to chain stores and jobbers. In 1938 J. Chadbourn Bolles, assistant trust officer of the American Trust Co. in Charlotte, became president and in 1944 the company name was changed to Chadbourn Hosiery Mills, Inc. During the next three years, dyeing and finishing facilities were added and additional knit-



Main office and Finishing Plant of Chadbourn Hosiery Mills, Charlotte.



One of the two Burlington plants of Chadbourn Hosiery Mills, Charlotte.



Siler City plant of Chadbourn Hosiery Mills.

ting machines installed to triple the productive capacity of the organization.

The success of this enterprise led to a program of enlargement and expansion which is still in progress. In 1943 a knitting plant at Shenandoah, Va., was purchased and in 1944 the company acquired a building at Siler City which was entirely renovated and became a beautiful and modern knitting plant. In the same year, a sales organization was created with headquarters in New York City to handle the promotion and sale of the company's production.

Larkwood Hosiery Mills, Inc., was purchased in 1945 and the Chadbourn offices were then moved from Burlington to this Charlotte plant. Later in 1945 Chadbourn entered the men's hosiery field through the purchase of Full Knit Hosiery Mills, Inc., in Burlington. In the year that followed, Chadbourn acquired the assets of Best Manufacturing Co. in Gainesville, Ga., and established a throwing plant there. The most recent addition was the Owen-Osborne plant at Gainesville, Ga. Since acquisition of this plant, productive capacity has been doubled and this plant is one of the most attractive and modern in the South.

Through the Chadbourn Sales Corp., located at 4219 Empire State Building, New York City, Chadbourn's "Larkwood" and "Larkette" branded hosiery and also the men's hosiery line are distributed to leading stores throughout the United States. Frank T. Hayes, vice-president of Chadbourn, is president of the Chadbourn Sales Corp. and has charge of the distribution of the firm's products. Net sales in 1951 amounted to $11,571,000 and the 1952 sales grew to $11,906,000.

Chadbourn has 1,025 employees in its North Carolina plants with an annual payroll of approximately



Hosiery Bar in the Charlotte plant from which all men and women employees may buy hosiery produced by Chadbourn Hosiery Mills.

CHARLOTTE AND MECKLENBURG HAVE MANY SUCCESSFUL HOSIERY FIRMS

Mecklenburg County, important in textiles, generally has developed into a relatively strong position in the manufacture of hosiery. Operating in the county, according to Employment Security Commission records, are 12 full fashioned hosiery plants, employing an average of around 2,650 workers, in addition to four relatively small plants producing other knit products.

Charlotte contains nine full fashioned hosiery plants employing an average of about 2,560 workers, some of them large plants, and four other knit products plants employing about 160 workers. At Mint Hill are located two small full fashioned plants and a small full fashioned plant is located at Paw Creek, where another suspended operations last year.

Names of five other hosiery mills in Charlotte and one at Mint Hill and names of four other knit product plants in Charlotte are carried in some lists, but are not shown in Employment Security Commission records as employers covered by the Employment Security Law.

Nebel Knitting Co., Inc.

Nebel Knitting Co., Inc., capitalized at $2,000,000, operates 50 full fashioned machines producing ladies' hosiery under brands of "Nebel", "Real Chic", "Tar Heelia" and "Billie Doo". Products are sold to jobbers, chain stores, department stores and large retailers through the firm's own New York office at 1701 Empire State Building, Steve Gill, manager. Mrs. Mariam Nebel is president; R. S. Hulse, vice-president; W. R. Caudle secretary, and William Nebel, treasurer.

Other Mecklenburg County Firms

Full Fashioned—Charlotte: Belvedere Hosiery Co.; Carolyn Hosiery, Inc.; Creston Full Fashioned Hosiery Mills, Inc. Finer Full Fashion Hosiery Co.; Huntley Hosiery Co., Inc. Kenrich Hosiery Mill, Inc.; Wanco Hosiery Mill, Inc.; Mint Hill: Doyle Hosiery, Inc.; Kingcraft Hosiery Mills, Inc. Helton Hosiery Co., Paw Creek.

$3,650,000. Floor space in the North Carolina plants adds up to about 200,000 square feet. Total employment, including plants in Georgia and Virginia, is approximately 1,685.

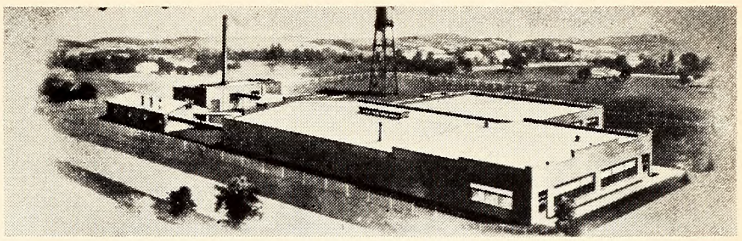
Garland E. Bennett is plant manager of the Burlington full fashion plant, which employs about 140 people. The Siler City plant also employs about 140 workers and E. V. Wood is plant manager. The hall hose plant, located in Burlington, is the only one of the Chadbourn group knitting and finishing men's and boys' half hose and anklets. This plant employs about 225 people with I. B. Grainger, Jr., as plant manager. All full fashion dyeing and finishing operations of the company are performed at the Charlotte plant. A. T. Glenn is plant manager of this plant which has approximately 355 employees. The modern and spacious general offices of the company are also at Charlotte.

The management of Chadbourn takes much pride in the friendly relations that have always existed with its employees. Along with the physical growth of the company, an employee relations program has been developed which has never lost sight of the company's human resources. For several years the company has paid an annual bonus of 2% of individual gross earnings to its employees and has provided paid vacations annually. Group hospital and life insurance policies are provided for all employees with premiums paid entirely by the company. At the Charlotte plant and general offices, Chadbourn operates a modern cafeteria serving all employees with meals at cost. Throughout the organization

employees enjoy the privilege of purchasing the company's products at reduced prices through an internal distribution system.

Officers and executive staff of the organization are J. Chadbourn Bolles, president and treasurer; William J. Leath, vice-president, in charge of manufacturing; Frank T. Hayes, president of Chadbourn Sales Corp.; Guy E. Tysor, vice-president and assistant treasurer; S. L. Black, vice-president and purchasing agent; E. M. Hatch, secretary; E. M. Hicks, assistant secretary and assistant treasurer; F. J. Boynton, manager, Full Fashion Division; Rufus K. Smith, manager, Finishing Division; and Harry S. Willis, director of Industrial Relations.

Mr. Bolles is a splendid example of a man who interrupted a successful career, entered an entirely new industry and made a notable success in that industry. A native of Southport, he graduated from Culver Military Academy in 1925 and received his B.S. degree at the University of Pennsylvania in 1929. Mr. Bolles was assistant trust officer of the North Carolina Bank and Trust Co., Greensboro, 1930-31, and from 1932 to 1938 was associate trust officer of the American Trust Co. in Charlotte. He entered the hosiery industry in 1938 as president of Rufus D. Wilson, Inc., Burlington, and has since been president and chairman of the board of its successor, Chadbourn Hosiery Mills, Inc. The name of his organization comes from his name and his mother's family name.



Chadbourn Hosiery Mills plant at Midland, Cabarrus County.

Hudson Hosiery Co., Famous for Silk, Now Nylon Producer

Hudson Hosiery Co., Charlotte, one of the larger and better full fashioned hosiery organizations in North Carolina with plants in Charlotte, Oakhurst and Shelby, had a very modest beginning in Union Hill, Hudson County, New Jersey, (from which came the name) in 1925. The firm was organized and started by Fritz Seifart and M. E. Pierson in a small plant engaged in the manufacture of full fashioned silk hosiery entirely. After a little more than a year of operation in Union Hill, the owners moved their plant to Charlotte and occupied the loft over a wholesale paper firm. There they operated about 20 machines and employed approximately 100 workers.

After successful operation there for three or four years, the firm purchased a site and erected a new building, occupied in 1929 at 712 North Brevard Street. New machines were installed over the next few years until about 40 were in operation. As the business prospered, new sections were added to the plant, one in 1933 and another in 1935. In 1938 another section was added for a box shop and in 1949 this original plant was overhauled, the front becoming the general offices of the company with the finishing and shipping departments and the box plant in the other sections. Before this renovation the company had begun operation of its Oakhurst plant located on the Old Monroe Road outside the Charlotte city limits and later purchased its Shelby plant. All of the hosiery manufacturing is done in these two plants and the finishing is all done at the 712 North Brevard Street site in Charlotte.

Originally the firm name was Hudson Silk Hosiery Co., but gradually after the advent of nylon and because of the shortage of silk, following the War with Japan, the firm shifted to nylon almost entirely and in 1944 the firm name was changed to Hudson Hosiery Co. Only a small percentage of present production is silk hosiery. Capital stock of this firm has been increased over the years until it now stands at $5,500,000. Fritz Seifart, one of the founders, has been through the years president and general manager. His original partner, M. E. Pierson, was vice-president and secretary from the beginning until a few years ago when he went into semi retirement. He continues as vice-president. About two years ago H. A. Kirkpatrick, who had been with the firm for many years, became treasurer.

Hudson Hosiery Co. employs about 1,800 workers in its three plants and in the general offices. The firm manufactures approximately 30,000 dozen pairs of women's fine full fashioned hose each week, largely nylon but using a small percentage of silk. The plant at 712 North Brevard Street contains about 60,000 square feet of floor space and employs about 400 workers.

The Oakhurst plant, near the Charlotte city limits, contains about 150,000 square feet of floor space where about 1,000 employees are engaged in operating the 116 knitting machines and the throwing plant. Weekly production at this plant is approximately 19,000 dozen pairs of full fashioned hose. At the Shelby plant which turns out around 11,000 dozen pairs of full fashioned hose each week about 400 workers are employed. Forty knitting machines are operated in this plant which contains about 30,000 square feet of floor space.

Hudson Hosiery Co. maintains a sales office in New York in addition to a number of traveling salesmen.

Hudson Hosiery Co. pays the premiums on group life insurance industrial policies for each employee to the extent of $1,000 with the privilege to employees of increasing the amount by another $1,000. The company allows up to $4.00 a day to cover hospital room and board charges and surgical costs up to $112.50 for its employees with the privilege of increasing to $8.00 a day to cover hospital room and board charges and surgical costs up to $150.00. In all of its plants it operates cafeterias in which meals are served to all employees at cost.

Hanes Hosiery Nation's Largest Fine Seamless Producer

Hanes Hosiery Mills Co., Winston-Salem, was organized in 1900 as the Shamrock Mills by John Wesley Hanes with about 50 knitting machines and 60 employees and producing women's cotton stockings. Today Hanes Hosiery Mills Co., with 2,200 knitting machines, is the largest manufacturer of seamless, or as the firm calls its product "no-seam", women's fine nylon hosiery in the entire nation.

The founder of what has developed into one of North Carolina's leading industries had previously been a member, with his brother, P. H. Hanes, of P. H. Hanes & Co., manufacturers of tobacco. At one time in the early 1890s P. H. Hanes & Co. was the largest tobacco manufacturing firm in Winston-Salem, topping in production at that time the R. J. Reynolds Tobacco Co. Just before the turn of the century the Hanes firm was sold to the Reynolds interests. The two Hanes brothers in this firm then decided to establish textile firms with a view of establishing industries which their sons could carry on. P. H. Hanes established the P. H. Hanes Knitting Co., now the largest men's and boys' underwear knitting plant in the country. John W. Hanes, his younger brother, established the Shamrock Mills which a few years later became Hanes Hosiery Mills Co.

The first Hanes Hosiery Mill was started in 1900 in a former tobacco factory on Marshall Street, a brick building 30 x 60 feet and three stories high. The tobacco plant had been operated by Hodgins Bros. & Lunn. The Hodgins brothers were brothers of Mrs. John W. Hanes. The plant produced about 1500 dozen pairs a week of women's cotton stockings in three colors, black, white and cordovan (brown).

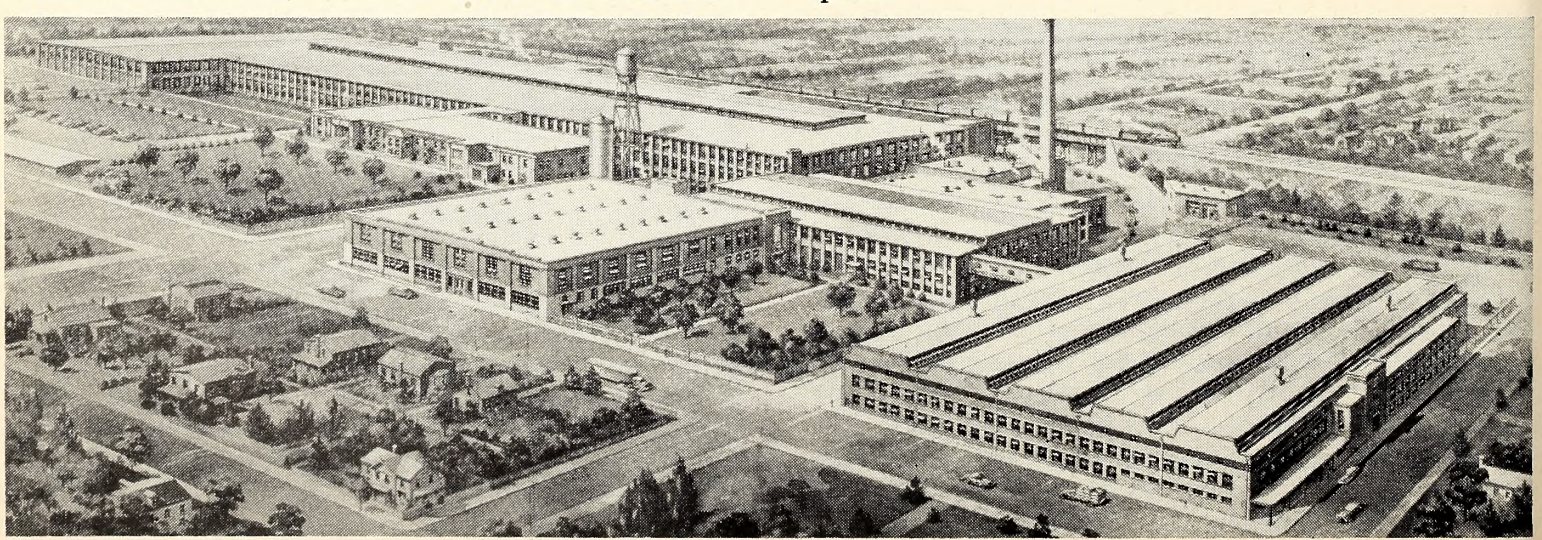
Meanwhile in 1903 about three years after the plant was started, John W. Hanes, the founder, died. His eldest son, Alex M. Hanes, who had become a member of the firm when it started, took over the plant and operated the industry until 1914 when he resigned to establish a new industry. In 1911 a new building was erected near the old building. This new structure was 90 x 100 feet and two stories high. The machinery was moved from the old building and additional machinery was installed. It was then that the plant began the production of men's socks. The plant then was employing about 100 people. In 1914 the name was changed from Shamrock Mills to Hanes Hosiery Mills Co.

Hanes Hosiery Mills Co. in 1926 began extensive enlargements and expansions. In that year a new building was erected between Thirteenth and Fourteenth Streets on the Norfolk and Western Railway and the firm moved from its more crowded quarters located near the center of Winston-Salem. This first plant was 500 x 130 feet and contained three stories. Five years later the first addition to this plant was erected to allow additional space for machinery and in 1936 another building 80 x 120 feet and three stories high to house the boarding department was erected. Three years later, in 1939, the finishing mill was built at Thirteenth and Ivy Avenue across the street from the other plants. This mill is 250 x 250 feet, three stories high, and is connected with the former plant by an overhead runway. Again in 1946 the company erected a pre-boarding building 190 x 120 feet and two stories high. The entire plant, all of brick and concrete, fireproof construction, now contains approximately 375,000 square feet of floor space.

WINSTON-SALEM, KERNERSVILLE IN FORSYTH ACTIVE HOSIERY MAKERS

Winston-Salem, with the largest nylon seamless hosiery plant in the nation, Hanes Hosiery Mills, and the largest knit underwear plant in the nation, P. H. Hanes Knitting Co., supplemented by several nice hosiery plants in Kernersville, has brought Forsyth County forward in the hosiery and knit products industry to sixth place in hosiery manufacturing among the counties of North Carolina. Forsyth County has only eight hosiery mills but employment reaches approximately 2,870. All of these are seamless plants except one small full fashioned plant located at Clemmons. Six of the hosiery plants are located at Kernersville, giving employment to about 1,150 workers. Included in these are large plants of Adams-Millis Corp. and Burlington Mills. (See Adams-Millis, High Point, and Burlington Mills, Greensboro.)

Winston-Salem, itself, has only one large hosiery mill and one large men's and boys' knit underwear mill with several plants, headed by Hanes cousins.



Compact group of Hanes Hosiery Mills plants, Winston-Salem, largest nylon seamless hosiery mill in the nation.

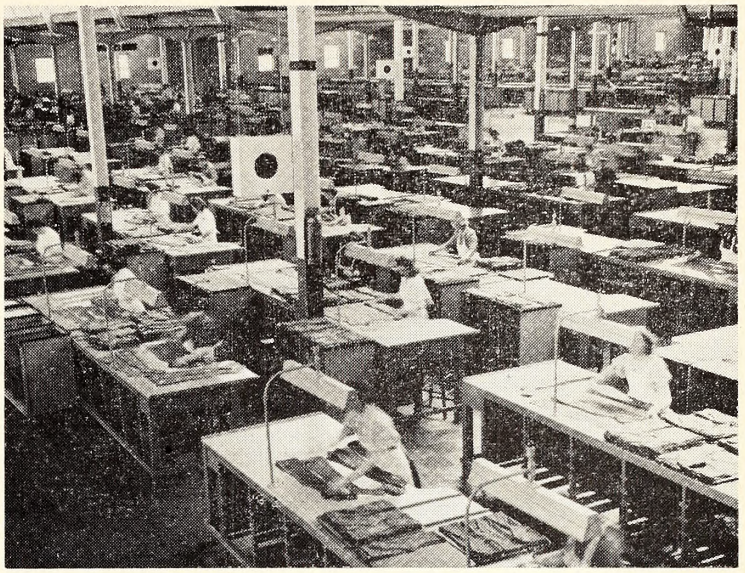
James Gordon Hanes, second son of the founder, who had attended Woodbury Forest School and graduated from the University of North Carolina in 1909, joined the firm in September of that year and became an official. When his brother, Alex Hanes, withdrew from the firm in 1914, James G. Hanes became president and general manager. In 1938 he became chairman of the board of directors. Mr. Hanes, in addition to his duties as mill executive, has been a leader in Winston-Salem in practically all civic activities for many years. He was mayor of Winston-Salem from 1921 to 1925 and for 22 years, 1927 to 1949, he was chairman of the Board of County Commissioners of Forsyth County. In addition to his other interests Mr. Hanes is an active Rotarian, is chairman of the board of trustees of Greensboro College and is a director of the Wachovia Bank and Trust Co. and the Norfolk and Western Railway Co.

James N. Weeks, who joined the Hanes Hosiery Mills Co. in 1915, served several years as vice-president and later executive vice-president until he was elected president in 1936 when Mr. Hanes became chairman of the board. James Gordon Hanes, Jr., only son of the head of the organization, started with the firm in 1938 following his graduation from Yale University. During World War II he served with Naval Ordnance. After the war he returned to the mill and in 1947 was elected vice-president and director. Robert B. Crawford, who joined the firm in 1922, was elected secretary in 1930 and became vice-president in 1936.

Frederick E. Sturmer, another vice-president, is in charge of Hanes Hosiery, Inc., sales organization for the company, with offices on the 24th floor of the Empire State Building, New York. Robert D. Byerly, who has been with the Hanes organization since 1920, has been treasurer of the company since 1931. Clifford W. Perry, who joined Hanes in 1937, has been secretary since 1948. Four superintendents of Hanes Hosiery are William F. Deuschle, knitting; Curtis H. Edwards, boarding; Phillip S. Baker, dyeing; I. Lindsay Waggoner, finishing, and Claude Frederick is personnel director. These officials are all directors of the Hanes Hosiery Mills Co.

Hanes Hosiery Mills Co. is now capitalized at $3,413,000 of which $3,125,700 is in common stock and $287,300 is in preferred stock.

As stated, Hanes Hosiery Mills Co. is the largest organization in the United States making fine quality all nylon seamless women's stockings. This firm was a pioneer in developing the fine seamless stocking. For a number of years, particularly since the development of nylon, Hanes has been making fine seamless hosiery. This type of stocking has caught the popular fancy and has made remarkable gains during the past few years. Sales people report that probably close to 25% of hosiery sales in the finer department stores are now seamless stockings. While pioneering in the production of seamless hosiery Hanes has also been a pioneer in advertising and merchandising the seamless variety of stockings.



Part of Finishing Department of Hanes Hosiery Mills, Winston-Salem.

Much of the important increase in seamless hosiery is credited to the Hanes organization because of its advertising and merchandising, improvement in style, quality and appearance included in the Hanes products.

Hanes Hosiery Mill, with its 2,200 knitting machines, now employs approximately 2,000 workers. The organization has been built up to its present size by plowing the bulk of its earnings back into the industry. The company has had its own sales organization in New York since 1931 and Frederick E. Sturmer has been in charge of the sales organization since June, 1952. Hanes products are distributed nation-wide through distributors, wholesalers, chain stores and mail order houses.

Hanes Hosiery enjoys particularly fine relations with its large family of employees. No small part of the friendly and effective spirit of the organization is due to the maintenance of the Hanes basketball girls clubs. Hanes girls have been contenders with schools and colleges throughout the country and for the past two years have won the National AAU Championships. Under the leadership of Virgil Yow, athletic director, the company maintains a large gymnasium with areas for basketball, softball and other sports. Important in the life of the organization are the inter-departmental teams in softball and the result, hearty competition. Dances, parties and other types of gatherings are held in the gymnasium.

Hanes Hosiery underwrites a pension plan for retired employees, supplementing Old Age and Survivors Insurance. The company also supplies without charge hospitalization insurance with surgery, group insurance, including life insurance and weekly benefits, to all employees in the organization. Another important unit is the credit union operated by employees entirely and under State supervision which has assets of around $415,000. The credit union operates Christmas savings funds each year.

James G. Hanes is a member of the prominent Winston-Salem Hanes family. Among his brothers are the late Alex M. Hanes, former chairman of the

State Highway Commission; the late Dr. Fred M. Hanes, Dean of Medicine of Duke Medical School; Robert M. Hanes, president of Wachovia Bank and Trust Co.; John W. Hanes, president of Ecusta Paper Corp., and Ralph P. Hanes, also a textile man who established around 1925 and operates the Hanes Dyeing and Finishing Co., Winston-Salem, a large commission dyeing and finishing plant for piece goods. A cousin, P. Huber Hanes, is president and chairman of the board of the P. H. Hanes Knitting Co., largest men's and boys' underwear manufacturing firm in the nation.

KERNERSVILLE

Vance & Ring, Inc.

Vance & Ring, Inc., operates 120 circular knit machines manufacturing boys' and men's blazers and prep socks, principal brand is "Sharpies" and products are sold to jobbers and chain stores through Shreve & Adams, 2800 Empire State Building, New York City. Sam F. Vance, Jr., is president and Clay V. Ring is secretary-treasurer.

OTHER FORSYTH COUNTY FIRMS

Full Fashioned—Burlington Mills Corp. (Vance Plant) (branch of Greensboro), Kernersville; Snyder Hosiery Co., Clemmons. Seamless—Kernersville: Adams-Millis Co. (branch of High Point); Burlington Mills Corp. (Vance Plant) (branch of Greensboro); Crawford Hosiery Corp., sport hosiery and anklets; Randolph Knitting Mills, men's, boys' and misses' sport hosiery; Vance-Coltrane Hosiery Mill, wool and cotton half hose.

Ragan and Maurice Group Manufactures Men's Fine Hosiery

Ragan-Maurice Mills, Inc., Thomasville, is the selling agent, owned and operated by the owners of the Ragan Knitting Co., Inc., Thomasville, and the Maurice Mills Co., Thomasville, operating the distribution office in the Empire State Building in New York City. M. L. Bales, president of Maurice Mills, is president and N. C. English, secretary and treasurer and general manager of Ragan Knitting Co., is secretary-treasurer of the selling agency. Products are sold to jobbers and national chain stores. Ragan-Maurice is also selling agent for several other hosiery manufacturers in this and other states.

Ragan Knitting Co., Inc.

Ragan Knitting Co., Inc., Thomasville, was organized in 1918 with J. H. Adams, M. C. Bales, Robert R. Ragan and A. H. Ragan as principal stockholders and officers. The firm started with a few knitting machines in the old Thomasville Female Academy. By 1925 the firm was employing 130 workers and producing 1,500 dozen pairs of hosiery daily.

Through various additions and expansions the plant now occupies around 210,000 square feet of floor space. Within the past 12 years the firm has spent approximately $400,000 in new buildings, new equipment and improvements in machinery and equipment. The firm employs about 500 workers and has an annual payroll of around $1,000,000. During the past five years Ragan has produced an average of one million dozen pairs of hosiery each year, the sales amounting to approximately $3,000,000 annually.

Ragan was about the first mill in the South to produce men's fancy hose. Present production includes both plain and fancy men's half hose and slack socks or anklets. Principal brands are "Mendproof" and "Nonclare".

Splendid employer-employee relations have been the pride of the organization and representatives of the employees have participated in all major and minor policies. Ragan has at least 40 employees who have been with the organization for 25 years or more. The plant carries insurance on all key personnel, payable to the estates of the insured. Premiums are paid in full on group hospital and surgical insurance. One week of paid vacation is granted each year and employees are paid time and a half for all holidays on which they work.

Robert R. Ragan of High Point has been president of the firm which carries his name from the beginning although he has never been active in the firm. Mr. Ragan, 82 years old, is an active hardware merchant in High Point and has frequently been referred to as High Point's No. 1 citizen. His brother, A. H. Ragan, was vice-president and active in the firm until his death in 1936. His widow, Mrs. Grace H. Ragan, has been vice-president since his death, but is not active. T. J. Johnson is mill superintendent. Amos Ragan is an officer and sales manager.

N. C. English has been key man in the organization since 1938. He joined Ragan in 1928 and did many jobs in the plant. His ability brought him up through the ranks and placed him at the head of the organization. He was also one of the three organizers and owners of the Carolina Underwear Co. in 1930 and has since become president and treasurer of this firm which employs about 150 people in manufacturing ladies' and men's broadcloth pajamas. He is president of the English Motor Co., and the Auto Finance Co. He is now president of Associated Industries, Inc., an organization of 90 industrial leaders in High Point, Jamestown and Thomasville. At various times he has served as chairman of the Thomasville school board, president of the Chamber of Commerce, president of the Rotary Club and as Mayor of Thomasville.

THOMASVILLE, LEXINGTON, DENTON IN DAVIDSON, MEN'S HOSE PRODUCERS

Thomasville, in addition to its prominence as a furniture manufacturing city, is developing rapidly as a men's hosiery manufactnring center. Along with Lexington and Denton, Thomasville has brought Davidson County forward in the hosiery indnstry. Records in the Employment Security Commission office show that Davidson County contains 21 hosiery mills, employing abont 2,350 workers. Of these 20 are producing seamless hosiery and employing 2,075 workers while one relatively large plant is engaged in manufacturing other knit goods products. Thomasville contains 12 seamless hosiery plants employing abont 1,725. In Lexington are five seamless hosiery plants and one knit products plant, all employing about 425 workers. Denton boasts of four small hosiery plants, three producing seamless hosiery and one making full fashioned hosiery, all employing aronnd 200 workers.

Maurice Mills Co.

Maurice Mills Co., Thomasville, was organized in 1925 by T. E. Jennings and Maurice L. Bales and for two years occupied the old Duke Power Building in producing women's seamless hose.

Two years later, in 1927, the firm erected a new building at 117 Taylor Street and installed some of the latest men's half hose machines. Through various expansions and enlargements the firm shifted to men's hose exclusively after a period in which children's hosiery was manufactured. The firm now produces men's plain and fancy half hose and anklets.

The firm now operates more than 300 of the latest type men's hose machines, employing approximately 300 workers and with an annual payroll in excess of $500,000. Annual sales amount to approximately $1,500,000. Sales are made to many larger chain stores and leading jobbers through the Ragan-Maurice Mills, sales agent in New York.

T. E. Jennings who had been active previously in the Cramer Furniture Co., the People's B & L Association and as secretary and treasurer of the former Jennings Manufacturing Co., served as president of Maurice Mills until his retirement in 1940. M. L. Bales has since served as president and assistant treasurer. Joseph W. Bales is treasurer and T. A. Harrison is secretary. Charles Cline is plant superintendent. Maurice Mills is capitalized at $170,000.

Other large Thomasville plants follow:

Fremont and Dogwood

Fremont Hosiery Mills, Inc., organized in 1934 and started as a small plant, is now capitalized at $400,000, and produces children's and misses' anklets, 5/8ths and crew socks. It operates 130 circular knit machines. Its principal brands are "Coquette" and "Musketeer". E. F. Mendenhall is president and Delk F. Mendenhall is vice-president and superintendent. The firm employs about 180 workers and produces about 50,000 dozen pairs of hose a month. Fremont also purchases all products of Dogwood Hosiery Co., Inc., Thomasville, which produces in finished form only boys' novelty and blazer half socks. A. A. Primm is president of Dogwood and R. W. Primm is vice-president and general manager. Its own sales agency is Bullock Hosiery, Inc., New York City.

Hill Hosiery Mill

Hill Hosiery Mill, Inc., Thomasville, operates 150 circular knit machines, produces, dyes and finishes misses' and children's anklets and boys' slack socks. C. C. Hill is president and J. H. Yokley is treasurer and superintendent. Products are sold through Ragan-Maurice Mills, Inc., New York City.

Thomasville Hosiery Mills, Inc.

Thomasville Hosiery Mills, Inc., capitalized at $350,000, operates 165 circular knit machines and produces, dyes and finishes misses', boys' and children's anklets and men's wraps and reverse hose. A related firm is Blackstone Hosiery Mills, Inc., operating 243 circular knit machines and producing men's plain and wrap half hose in cotton, rayon and silk and boys' anklets. Its principal brands are "Blackstone" and "Vacuum Grip" and the products are finished by the Thomasville Hosiery Mills. Both firms are headed by George Blankstein, Greensboro, with A. G. Greenburg as an official in both firms. Selling agent for both firms is George Blankstein Co., Inc., 330 Fifth Avenue, New York, and products are sold to jobbers and chain stores.

Wrenn Hosiery Co.

Wrenn Hosiery Co., with 290 circular knit machines, produces, dyes and finishes men's and boys' slacks, children's anklets, ladies' and misses' anklets and crew socks. Seborn Berry is president and G. W. Campbell is treasurer. Wrenn-Cutting Co., New York City, is sales agency.

DENTON

Bisher Hosiery Mills, Inc.

Bisher Hosiery Mills, Inc., operates 240 circular knit machines in the production of men's and boys' hose. Products are sold to jobbers and chain stores through Bert F. Crawford Co., 2826 Empire State Building, New York City. C. Bisher is president and treasurer and Mamie M. Bisher is secretary.

Thornton Knitting Co.

Thornton Knitting Co., capitalized at $100,000, operates 200 circular knit machines producing men's novelty half hose and ankle socks (finished at Maurice Mills, Thomasville). Products are sold to jobbers and to special numbers of chain stores through Ragan-Maurice Mills, Inc., 2723 Empire State Building, New York City. N. C. English, Thomasville, is president, and S. W. Burton is secretary and treasurer.

LEXINGTON

Mountcastle Knitting Co.

Mountcastle Knitting Co., capitalized at $100,000, operates 150 circular knit machines producing children's hosiery and boys' slack socks, principal brands of which are "Mountcastle" and "School Pals". Products are sold to jobbers and chain stores through P. T. Cuthbert & Co., 271 Church St., New York City. Kenneth F. Mountcastle and W. Clifford Greer are partners.

Other Davidson County Firms

Full Fashioned—Hoburt Hosiery, Denton.

Seamless—Morris Hosiery Mills, men's Banner wraps and reverse half hose, Denton; Lexington: Altar Hosiery Mill; Irving Knitting Mills, infants' hosiery; Koonts Hosiery Mill, men's ribbed socks; Yarborough Hosiery Mill, boys' ingrain slack socks; Thomasville: Swaim-McLain Hosiery Mills, Inc.; Van B. Strickland; Variety Knitting Co.; Surratt Hosiery Mills, boys' slacks, ingrain knit, Newsom.

SURRY COUNTY AND MOUNT AIRY ARE LARGE PRODUCERS OF MEN'S HOSIERY

Surry County contains 13 hosiery mills employing more than 3,300 workers, including 12 seamless hosiery mills and one full fashioned hosiery mill. In addition, six plants are engaged in producing other knit products. Mount Airy is the largest hosiery center in the county, containing 11 plants, employing about 2,220 workers, in addition to five plants producing other knit products and employing about 835 workers.

Pilot Mountain contains one large full fashioned hosiery plant affiliated with a High Point firm, one seamless plant and one knit products plant.

MOUNT AIRY

Barber Hosiery Mills, Inc.

Barber Hosiery Mills, Inc., operates 223 circular knit machines producing infants', children's and misses' anklets. Products are sold to jobbers and chain stores through Heathcote Hosiery Co., Inc., 4416 Empire State Building, New York City. D. C. Lewis is president and treasurer and H. A. Hair, secretary.

Granite Hosiery Mills

Granite Hosiery Mills operates 425 circular knit machines producing men's and boys' argyle wraps and blazer stripes. Products are sold through S. D. Arrowwood & Co., Empire State Building, New York City, to jobbers and chain stores. O. B. Ashburn is partner and general manager and W. T. Brown is office manager.

Renfro Hosiery Mills Co.

Renfro Hosiery Mills Co., with capital of $707,200, operates 540 circular knit machines producing children's and infants' hosiery and misses' anklets. Products are sold to jobbers and chain stores through S. D. Arrowwood & Co., 2701 Empire State Building, New York City. O. K. Merritt is president; W. E. Merritt, treasurer, and H. L. Merritt is secretary and superintendent.

Other Surry County Firms

Full Fashioned—Pilot Mountain: Amos-Smith Hosiery Co.

Seamless—Mount Airy: Ashburn Hosiery Mill, men's and boys' slack socks and argyles; Barber-Allen Hosiery Mills, boys' and men's blazer stripes and plaits; Carter Hosiery Mills, Inc., children's and misses' crew solid color, boys' and men's stripes and reverse plait; Dowdy Hosiery Mills; Franklin Hosiery Mills; Lynne Hosiery Mills, Inc., anklets and half socks, mercerized infants' goods with wrap top decorations and stripes with colored picot edge; Ridgewood Hosiery Mills, Inc., boys' fancy ingrain slack socks; Trio Knitting Mills; Pilot Hosiery Mills, Inc., Pilot Mountain.

Durham Hosiery Mills Early and Historic State Industry

DURHAM COUNTY

Durham County contains seven hosiery mills employing more than 1,200 workers, Employment Security Commission records show. Of these four mills are engaged in the manufacture of seamless hosiery and three, including the large Durham Hosiery Mills, produce full fashioned hosiery, employing an average of nearly 1,000 workers.

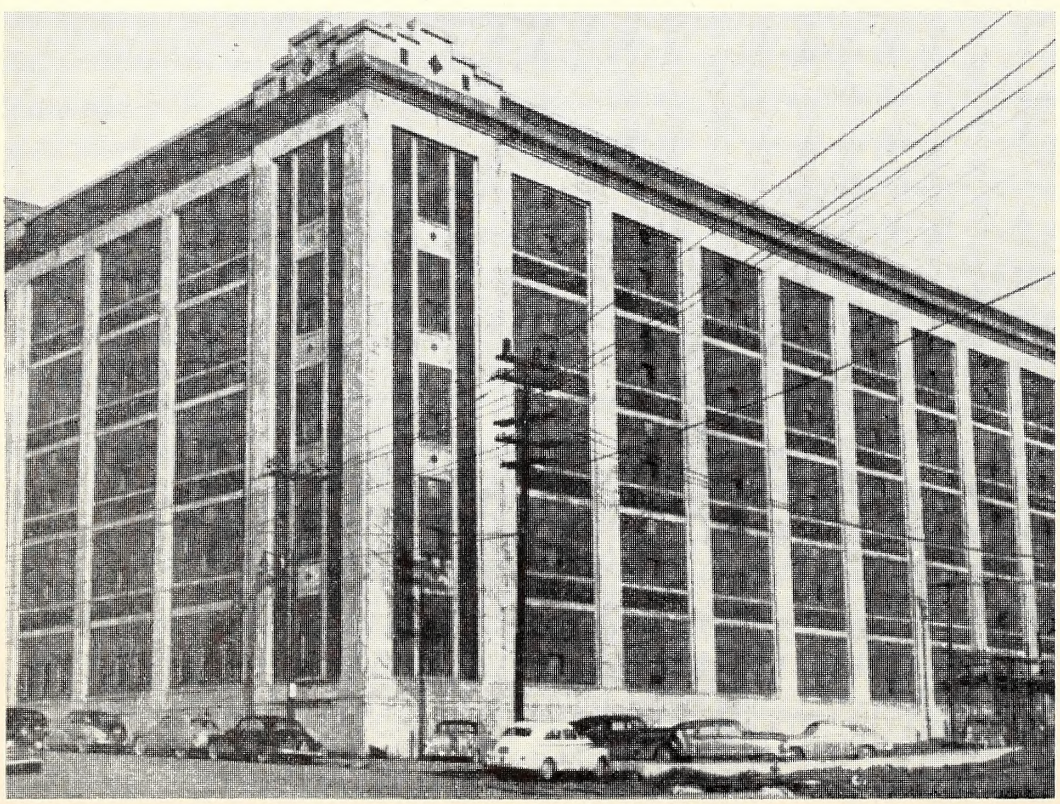
Durham Hosiery Mills, Durham, established in 1898 by General Julian S. Carr, important industrial and financial leader, has at least three important claims to fame. In the decade following the turn of the century, it was credited with being the largest hosiery mill in the world. It established what was said to be the first full fashioned hosiery mill in the South in 1922. The third claim is that it operates the only hosiery mill in the nation which has been manned entirely by Negro women (some men) except supervisory personnel since it was established in 1904.

General Carr, who established and was principal owner of numerous Durham industrial and financial organizations before and after the turn of the century, established a hosiery and yarn mill in the Edgemont section of Durham, off East Main St., as a relatively large enterprise in that day. Additions were made to this plant during the next few years, directed by Julian S. Carr, Jr., active head of the organization. In its earlier years the Durham Hosiery Mills was engaged in producing seamless hosiery. With the advent of silk hosiery in the early twenties, much of the machinery and equipment owned by this organization became obsolete.

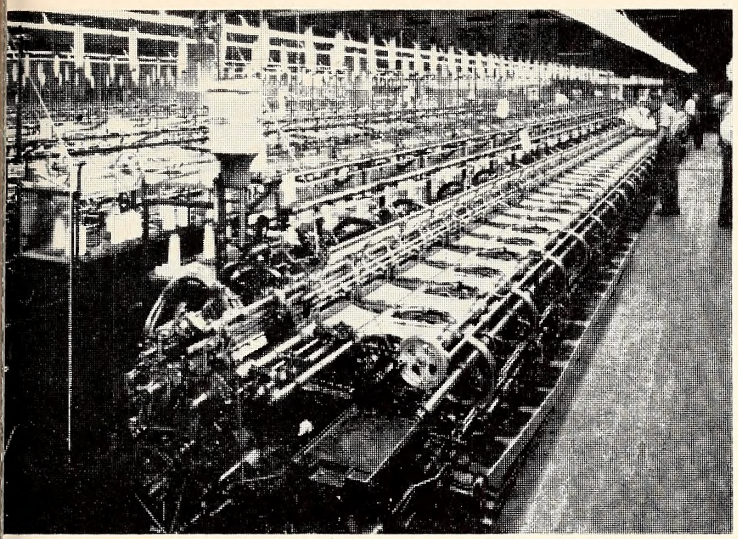
Meanwhile around 1912 Mr. Carr built another hosiery mill in High Point which was engaged for several years in the manufacture of men's half hose. This is now an overall plant. In 1916 he erected another plant in Goldsboro which produced children's hose. Later this became a Ford agency headquarters. In 1920 the firm purchased two mills in a suburb of Chapel Hill, now named Carrboro in General Carr's honor, from Tom Lloyd, noted as a mill owner who could neither read nor write. These are now the Carrboro Woolen Mills operating as a division of Pacific Mills, Boston, Mass.

During the 1920-21 period, Durham Hosiery Mills erected the first full fashioned hosiery mill in the South at 109 South Corcoran Street in the heart of Durham. This plant, said to be one of the most modern mill buildings in the South at that time, began operation in 1922. Durham Hosiery Mills has recently completed a thorough modernization of this women's nylon hosiery plant throughout its five floors. This reconstruction includes bricking up all of the large windows in the entire building except for small thermopane windows which serve the psychological effect of permitting the workers to see outside. Part of the renovation included the installation of air conditioning and installing a complete system of fluorescent lighting. Also included was the installation of entirely new full fashioned 51 and 60 gauge knitting machines. A loud speaker system used for musical programs during four half-hour periods each day and for paging key personnel and other announcements was installed.

General Carr continued general supervision of his knitting mill as well as his other industrial and financial activities until a few years before his death in 1924. However, Julian S. Carr, Jr., his eldest son who joined the firm at the time it started in 1898, handled the details of the mill's operations. It was this son who was the real manager of the knitting activities. Many years ahead of his time he inaugurated industrial democracy in the plant, based on sharing the profits with the employees. This plan worked well when there were profits to share, but a method of keeping employees satisfied when there were no profits presented many problems. Young Julian Carr continued to manage the hosiery mill and served as president of the company for 22 years prior to his death in 1922. Another son, A. Marvin Carr, joined the firm around 1900 and became sales manager in New York. He died about 1920. Claiborn Carr, another son, joined the firm in 1905 and remained with it until 1928, serving as president from



Durham Hosiery Mills' Full Fashioned Plant in Durham, thoroughly remodeled recently.



Sectional view of 30-section full fashioned knitting machine in Durham Hosiery Mills, Durham.

1922 to 1928. At that time he joined the American Enka Corp. in its New York offices and later became vice-president of that corporation. He retired in 1950 and now lives in Biltmore Forest.

Will F. Carr, a double first cousin of General Carr's children and for many years Mayor of Durham, went with the Durham Hosiery Mill as a young man in 1903. Working up through the ranks he was elected vice-president and secretary in 1932, jobs he still holds. During the reorganization period in which the plants in Carrboro, High Point and Goldsboro were sold off, D. P. Carey served as president for several years. Austin H. Carr, younger son of General Carr, who had joined the organization around 1918, remained with the firm for almost a quarter of a century, serving as president for six or eight years until his death in February, 1942.

Meanwhile, around 1925, John Sprunt Hill, important Durham financier and philanthropist, purchased a large interest in the Durham Hosiery Mill. Following Austin Carr's death in 1942, William W. Sledge was elected president, a position he continues to hold. Present officers, in addition to President Sledge, are W. W. Couch, Jr., vice-president, elected in 1942; W. F. Carr, vice-president and secretary, elected in 1932; E. M. Hunter, Jr., assistant treasurer, and W. J. O'Connor, Jr., assistant secretary and assistant treasurer. Directors, all except one living in Durham, include F. D. Bozarth, W. F. Carr, W. W. Couch, Jr., Claude Currie, O. W. Dowd of Raleigh, D. St. Pierre Du Bose, John Sprunt Hill and William W. Sledge.

Durham Hosiery Mills now consist of two plants with four divisions, all in Durham. Approximately 700 people are employed including executives and supervisory staff and the production payroll ranges between $25,000 and $30,000 a week. In the 109 South Corcoran plant about 380 workers are employed in producing "Durham Durable" full fashioned nylon hosiery and in making boxes and containers for packing and shipping this hosiery. At the Edgemont plant the yarn mill employs about 115 workers in producing the threads for the hosiery. In the same building is located the plant for manufacturing men's work socks employing about 115 Negro women. This innovation, employing Negro women, officials declare, has continued entirely satisfactorily since its inauguration almost 50 years ago.

The report for 1951 to the stockholders by President Sledge shows satisfactory operation despite the trouble in purchasing in the last half of the year following the "scare buying" in the first half of the year. This report shows that sales in 1951 included 358,000 dozen pairs of women's hosiery for $2,767,000, 410,000 dozen pairs of men's work socks for $840,000 and 638,000 pounds of synthetic and cotton yarns for $1,569,000. The report also shows that profits before taxes on income in 1951 amounted to $623,000 and $307,000 after income taxes were paid. Normal production schedules were maintained in the hosiery plant with only a small increase in inventories of finished goods at the end of the year, President Sledge reports.

Gann Hosiery Mills Co.

Gann Hosiery Mills Co. operates 160 circular knit machines in the production of girls' and boys' crew socks, reverse plait, sport socks, wraps, rib wraps, links and links and men's work socks. Principal brands are "Gay", "Gann" and "Frontline", sold to jobbers, chain stores and department stores through Iselin-Jefferson Co., Inc., 3003 Empire State Building, New York City. J. R. Gann is president.

Louise Knitting Mills Co.

Louise Knitting Mills Co., capitalized at $180,000, operates three circular knit machines in producing Genuine wrap, half hose and tru-rib slack socks, celanese, rayon, lisle and crepetone, both regular lengths and slack socks on spirals and boys' half hose. Products are sold to jobbers and chain stores. T. H. Allison is president and K. C. Stone, secretary and treasurer.

Other Durham County Firms

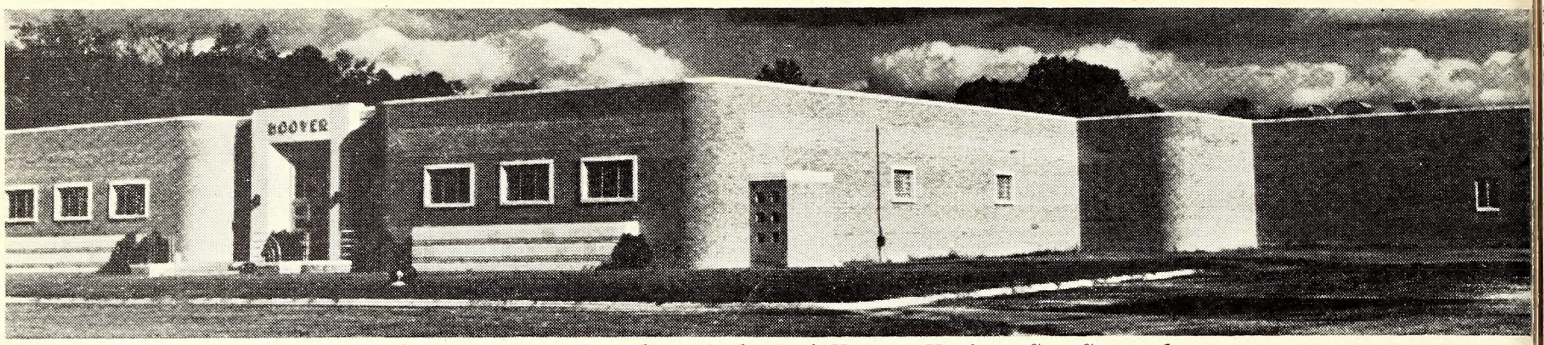
Full Fashioned—Durham: Hillcrest Hosiery Mills, Inc.; Hamilton Hosiery Finishers, Inc.

Seamless—Durham: Better Knit Hosiery Mills, men's half hose; J. E. Chappel Hosiery Mill.

Hoover of Concord Big Producer of Fine Women's Hosiery

Hoover of Concord Hosiery Co. had its beginning in 1915 when the late A. R. Hoover, Sr., a hosiery pioneer in North Carolina and the South, founded the G-H-Y Hosiery Co. and began operations in a small building with a few women's seamless hosiery machines and a handful of employees. Today this million dollar corporation produces the popular and stylish full fashioned "Townwear—Stockings of Matchless Beauty" for distribution from leading department stores and high class retail stores throughout the nation. This firm was a North Carolina pioneer in the production of full fashioned hosiery both in the earlier silk stockings and later in nylon hosiery.

The original G-H-Y Hosiery Co. in 1918 became the Concord Knitting Co. producing women's seamless hosiery. This building, purchased several years later, was used by another corporation until 1946.



Modern and recently enlarged plant of Hoover Hosiery Co., Concord.

In 1920 Mr. Hoover built a new building at Depot and Crowell Streets in Concord to begin the manufacture of full fashioned hosiery. The 42-gauge full fashioned machines with which the building was equipped were the first in the South and the finest gauge machines that could be obtained at the time. Operations proved entirely successful from the beginning.

Mr. Hoover in 1933 expanded operations by building a new plant on Kerr Street which he equipped with 51-gauge Hilscher machines imported from Germany. These were among the first of this gauge installed in the South. This marked the beginning of the manufacture of very sheer 2- and 3-thread silk hosiery styles which were distributed under the registered brand name "Townwear" to department stores and specialty shops throughout the United States.

Two years later in 1935 construction was started to double the capacity of the Kerr Street plant. Mr. Hoover died in 1936 before the expanded facilities of the new plant were completed. His son, A. R. Hoover, Jr., took over the active management of the business at that time and has since been in charge. This Kerr Street plant, when completed, was modern in every detail with latest equipment in the new dye house, finishing and boarding departments. Meanwhile the plant at Depot and Crowell Streets was sold in 1937 to Penn-Carol Hosiery Mills, Inc., and this plant is now operated as the Carol-May Finishing Co.

When the du Pont Company first produced nylon yarn in 1938, it selected ten of the leading hosiery companies in the country to experiment with this new fiber in making hosiery. Significantly Hoover Hosiery Co. was one of this group of ten manufacturers selected.

A. R. Hoover, Jr., in 1947 began the construction of a new plant on Highway 29A, just outside the city limits of Concord, completing it in 1948. This plant is completely air conditioned with a constant temperature and relative humidity remains constant. The building was designed for a total of 40 knitting machines and has all permanent walls of glazed til throughout the production area. The concrete floor are covered with walkways of maple flooring betwee the knitting machines to prevent excessive employe fatigue.

The new plant on Highway 29A contains floo space of 35,000 square feet. Within five years it be came evident that this plant was not sufficient t supply the increasing demand for "Townwear" hos iery and at present an addition similar in design an construction to the original plant is under construc tion. When completed, this will increase the floo space of the plant to 55,000 square feet. The Ker Street plant, which had been in use since 1936, wa sold in March, 1952, to Oscar Heineman Corp.

The Hoover Hosiery Co., now operated by the sec ond generation members of the Hoover family, i capitalized at $1,000,000. A. R. Hoover, Jr., is sec retary and treasurer and in charge of operations Mrs. A. R. Hoover, Sr., is president, and L. M. Cald well is vice-president and sales manager. B. Y. Fag gart is plant manager.

The Hoover organization maintains its own sale offices in New York and Chicago and its sales force cover the entire nation with headquarters located a central points throughout the country. The New Yor sales offices are located at 2819 Empire State Build ing, New York City, with F. X. Heep, manager, an Sydney Chait is manager of the Chicago office locat ed at 1512 South State Court.

CABARRUS COUNTY

Cabarrus County, long an important textile center, als contains several important hosiery mills. Employment Se curity Commission records show that seven mills, includ ing a large knit products plant, employ an average of al most 1,100 workers. Four full fashioned hosiery mill employ about 725 workers and two other plants produc seamless hosiery. Concord operates five plants, four hos iery and one knit products mill, employing almost 1,00 workers. At Midland is located a branch plant of Chad bourn Hosiery Mills, Charlotte.

Hugh Grey Expanding Production of Women's Fine Hosiery

Hugh Grey Hosiery Co., Concord, actually had its beginning in 1931 when A. R. Hoover and Hugh M. Grey organized the Concord Knitting Co. and established a small plant at 266 Ann Street. The plant, 40 x 80 feet, with two floors and a small dye house nearby, operated about 60 seamless knitting machines and employed about 50 workers. This plan was taken over by Hugh Grey Hosiery Co. later an the operations ended at this site in 1946.

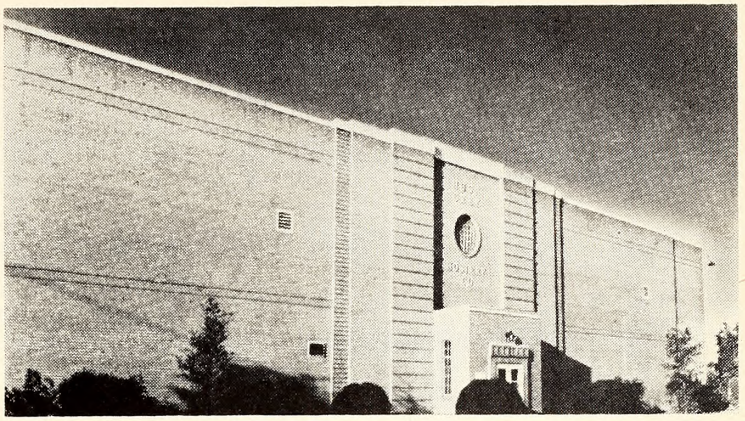
Hugh Grey Hosiery Co. was organized in 1937 b Hugh M. Grey and associates with Hugh M. Gre as secretary and treasurer and general manager. Hi

first plant was erected at the present site at Smith and Spring Street. The new plant began the production of full fashioned hosiery, using silk for three or four years, until it became too scarce due to the trouble with Japan. The plant then shifted to Rayon by allotment and as Nylon became available, shifted to that filament around 1945-46. Seamless hose were produced at the Concord Knitting Co. plant until that plant was liquidated in 1946.

Through addition of a new building at the Smith and Spring Street site the plant now has floor space of approximately 110,000 feet. The firm employs approximately 500 workers and has a payroll well over $1,300,000 a year. The plant produces about 400,000 dozen pairs of high grade full fashioned hosiery each year, the annual sales amounting to around $3,000,000. Products are packed under customer's brands and are sold to chain and large department stores throughout the country. S. D. Arrowwood & Co., 2701 Empire State Building, New York City, is selling agent.

Hugh Grey Hosiery Co. has capital assets of approximately $2,000,000. Hugh M. Grey is president and treasurer. John P. Reader is vice-president and production manager; W. B. Cochran is vice-president and general superintendent and W. W. Flowe, Jr., is secretary. J. C. Cobert is knitting superintendent and D. L. Copenhauer is finishing superintendent.

Mr. Grey, founder and principal operator of the company, is a native of Davidson and an A.B. graduate of Davidson College and did post graduate work at the University of Chicago. He was a former director of the National Association of Hosiery Manufacturers and during the war period was chief of the Hosiery Section of the War Production Board. Active in civic affairs he is a member of the Board of Light and Water Commissioners of Concord and was formerly president of the Cabarrus County (?) Club.



Recently constructed modern plant of Hugh Grey Hosiery Co., Concord.

Willis Hosiery Mills

Willis Hosiery Mills, capitalized at $36,000, operates 330 circular knit machines producing ladies' seamless rayon, mercerized cotton plaited and nylon hosiery. Principal brands are "Silver Cloud" and "Silver Seal". Products are sold to jobbers and chain stores through Ragan-Maurice Mills, Inc., 350 Fifth Avenue, New York City. C. H. Willis is president; Martin Laffarty and E. C. Cook, vice-presidents, and E. K. Willis, secretary and treasurer.

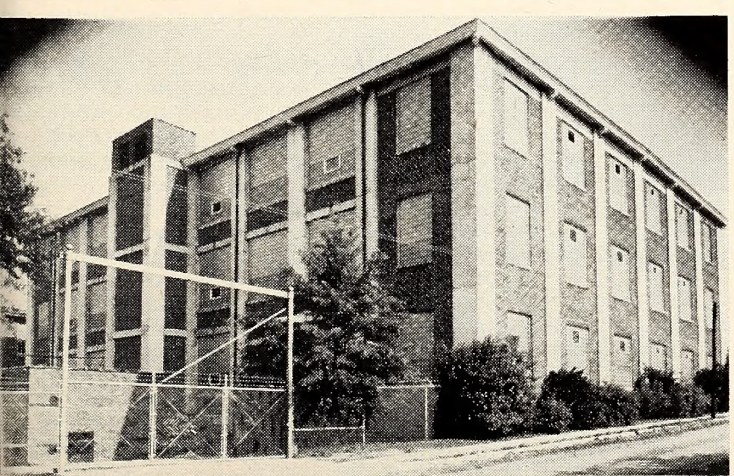
Other Cabarrus County Firms

Full Fashioned—Concord: Blaine Hosiery Mills, Inc.; Shoaf Hosiery Mills.

Wiscassett Mills Produce Cannon's Fine Quality Hosiery

Wiscassett Mills Co., full fashioned hosiery division, Albemarle, began operation in 1903 when the company purchased the Windemere Knitting Mill at a cost of $33,200 and incorporated the knitting operation into the already operating cotton yarn plant. In 1921 a separate full fashioned hosiery plant was erected some distance from the spinning mill.

Wiscassett Mills Company's spinning operations began when the company was organized in 1898 by James W. Cannon, founder and for many years head of the Cannon Mills Co., whose principal plants are located in Kannapolis and Concord. The company was incorporated in July, 1898, with authorized capital of $250,000. Present capitalization is $3,600,000 and both the spinning and hosiery operations are included under the one corporation. Most of the increase has been through stock dividends and the company has not failed to pay dividends since 1900, two years after the plant started.



Hosiery plant (rear view) of Wiscassett Mills, Albemarle, where Cannon hosiery is made.

James W. Cannon was president of Wiscassett for a number of years and J. C. Leslie was secretary-treasurer and general manager for a long period. Joseph F. Cannon succeeded his father as president, serving until 1922 when he was succeeded by Charles A. Cannon, president of Cannon Mills Co. T. M. Denning has been general superintendent from the beginning and his son, W. F. Denning is now vice-president in charge of manufacture. C. W. Gaddy was general manager of the hosiery division for many years until his death. He was succeeded by E. M. Henning who died in 1952 and was succeeded by William Fitzgerald, present general manager.

Hearne Swink, a vice-president of Cannon Mills, has been vice-president and secretary of Wiscassett for about a decade. R. L. Holbrook is treasurer; W. A. Lyon, assistant secretary; R. L. Sells and W. C. Cannon, son of Charles A. Cannon, are assistant treasurers.

The hosiery division of Wiscassett now operates approximately 100 knitting machines and probably

20% of the company's operations are devoted to the production of hosiery. The combined operations employ 3,000 or more workers and approximately 25% of the employees are engaged in the manufacture of hosiery. Since the hosiery division has been producing fine quality nylon hosiery, Cannon hosiery is beginning to take its place with the very early Cannon cloth and with the present popular Cannon towels and Cannon sheets. Sales are handled through Cannon Mills, Inc., 70 Worth Street, New York.

Wiscassett Mills has a splendid record of employer-employee relations. The plant has a hospitalization plan, all costs paid by the company, and another hospitalization plan with surgical benefits and group life insurance paid by both employees and employer. Wiscassett gives its employees one week of vacation with pay.

In 1948 the mill organization built a modern YM CA Building with food service department, library, gymnasium, showers and club rooms for men, women, boys and girls, all available to all citizens of Albemarle and community. The YMCA operates commissaries in the two plants for the convenience of the employees. Wiscassett Park, covering one city block with plenty of trees and grass and equipped with a pavilion, tennis courts, swings and see-saws, is located across the street from the YMCA. The mill provides an athletic park lighted for night games and the employees conduct organized baseball and basketball contests under athletic directors.

Lillian Knitting Mills

Lillian Knitting Mills, capitalized at $300,000, operates 28 full fashioned machines in the production of ladies' hosiery. Products are sold to jobbers and chain stores through Shreve & Adams, Inc., 2800 Empire State Building, New York City. H. C. Patterson is president, A. L. Patterson, Jr., secretary, and A. L. Patterson, treasurer.

Other Stanly County Plants

Full Fashioned—Albemarle: Austin Hosiery Mills, Inc.; Dixie Knitting Mills; Oakboro: Stanly Knitting Mills, Inc.

Seamless—Albemarle: Albemarle Mills Co., men's and boys' reverse plait and wraps; Stanfield: Crystal Hosiery Mills, infants' anklets.

STANLY COUNTY HOSIERY

Stanly County contains seven hosiery mills employing about 1,340 workers, including two small seamless hosiery plants and five full fashioned hosiery plants. Most important of these are the full fashioned division of Wiscassett Mills at Albemarle with three other full fashioned plants and one seamless plant. One full fashioned plant is located at Oakboro and a seamless plant is operated at Stanfield.



Wiscassett Memorial YMCA which, with a playground covering one block, is used by the citizens of Albemarle.

Gaston County Big Textile Producer, Including Hosiery

Gaston County, North Carolina's leading textile county and recognized as the "World Capital of Combed Yarn Products", also occupies an important position in the manufacture of hosiery and other knit products. The county contains eight hosiery mills employing about 1,300 workers, including three seamless hosiery mills and five full fashioned mills, in addition to six mills producing other knit products.

Belmont is the principal hosiery producing center in Gaston County, Employment Security Commission records showing that Belmont has seven hosiery and knitting plants, employing nearly 1,100 workers, including four full fashioned mills, one large seamless hosiery mill and two small knit products plants. Gastonia contains three relatively small hosiery mills. At Mount Holly are located one small and one large plant producing other knit fabrics while at Lowell another small plant produces knit specialties.

BELMONT

Belmont Hosiery Mills, Inc.

Belmont Hosiery Mills, Inc., capitalized at $600,000, operates 300 circular knit machines producing men's plain and fancy half hose and misses' anklets. The products are sold to jobbers and chain stores. The New York office is at 2617 Empire State Building, New York City, with R. E. Heinl as manager. R. Dave Hall is president; C. J. Deitz, secretary, and S. P. Stowe, Jr., treasurer.

Knit Products Corp.

Knit Products Corp. with capital of $350,000 operates 38 full fashioned machines producing ladies' hosiery. Principal brands are "Excel Sheer", "De-Moda", "Vision" and "Tide of Fashion". Products are sold to department stores and retailers through the firm's selling agency, Knit products Sales Co., 1524 Empire State Building, New York City. J. Harold Lineberger is president and Henry A. Lineberger is secretary and treasurer.

Knit Products Corp. No. 2

Knit Products Corp. No. 2 is capitalized at $1,000,000 and operates 16 full fashioned hosiery machines producing ladies' hosiery, the brand, "Vision". The Knit Products Sales Co., 1524 Empire State Building, is selling agency, products going to department stores and retailers. Henry A. Lineberger is chairman of the board; Joe W. Lineberger, president; Maloy Davis, vice-president and sales manager, and Frank P. Hall, secretary and treasurer.

Knit Products Corp. No. 3

Knit Products Corp. No. 3, formerly Hatch Full Fashioned Hosiery Co., capitalized at $212,000, operates 24 full fashioned machines producing ladies' nylon hosiery, the principal brand being "Vision". Products are sold to chain stores, department stores and retailers through the firm's selling agency, Knit Products Sales Co., 1524 Empire State Building, New York City, T. D. Martin, manager. Henry A. Lineberger is chairman of the board; Joe W. Lineberger, president; R. L. Stowe, vice-president, and Frank P. Hall, Jr., secretary and treasurer.

Outlook Manufacturing Co.

Outlook Manufacturing Co., capitalized at $102,000, operates 100 circular knit machines producing ladies' seamless nylon hosiery, principal brand of which is "Vision". Products are sold to department stores and retailers by the firm's own selling agency, Knit Products Sales Co., 1524 Empire State Building, New York City. Joseph W. Lineberger is president; Frank P. Hall, secretary, and Henry A. Lineberger, treasurer and manager.

Other Gaston County Firms

Full Fashioned—Sumner Hosiery Mill; Wisteria Hosiery Mills, Inc., Gastonia.

Seamless—Belmont Knitting Co., Belmont.

WILKES COUNTY

Wilkes County contains two relatively large seamless hosiery plants, both located at North Wilkesboro.

Skyland Textile Co.

Skyland Textile Co., with $100,000 capital, operates 276 circular knit machines producing anklets. Products are sold in grey. C. H. Whittle is president; Forrest E. Tugman is vice-president and manager and J. E. Sunderland is treasurer.

Wilkes Hosiery Mills Co.

Wilkes Hosiery Mills Co., capitalized at $412,500, operates 450 circular knit machines in manufacturing men's half hose in Genuine wrap. Brands are "Sir Wilkes", "Moul" and "Sir Bruce". Goods are sold to jobbers and chain stores through Hanes Hosiery, Inc., 2401 Empire State Building, New York City. P. Ward Eshelman is president and treasurer; T. G. McLaughlin, vice-president, and Russell G. Hodges, secretary.

MONTGOMERY COUNTY

Montgomery County contains eight seamless hosiery plants, most of them small and all employing some less than 600 workers, Employment Security Commission records show. Six of these plants are located at Mount Gilead, while small plants are located at Star and Candor.

Clayson Knitting Co.

Clayson Knitting Co., Star, operates 117 circular knit machines in the production of men's and boys' blazer stripes and reverse plaits. Principal brands are "Bronk", "Soc King" and "Rancheose". Products are sold to jobbers, chain stores and retailers through Rudin & Roth, 1225 Broadway, New York City. C. B. Richardson is proprietor and manager and C. R. Lassiter is secretary.

Russell Hosiery Mills, Inc.

Russell Hosiery Mills, Inc., Star, capital $300,000, operates 240 circular knit machines producing children's, misses' and boys' anklets and short hose, both in firey goods. Principal brand is "Laundry Locked". Products are sold to jobbers, chain stores and department stores through the firm's New York office, 350 Fifth Avenue, Roy Steen, manager. Paul Russell is president; A. G. Russell, secretary, and Blanch C. Russell, treasurer.

Sox, Inc.

Sox, Inc., Mount Gilead, capitalized at $250,000, operates 200 circular knit machines manufacturing boys' blazers and men's reverse plaited socks. Brands are "Jaunty" and "Dix-E-Nit". Products are sold to jobbers, chain stores and department stores. Lee Johnson is president and superintendent and D. A. Bruton is secretary and treasurer.

Other Montgomery Plants

Seamless—Candor: Candor Hosiery Mill, men's and boys' ingrain knit blazers; Mount Gilead: Russell-Harvelle Hosiery Mills, children's and misses' anklets, boys' ingrain half socks; Star: Newsom Hosiery Mill, men's elastic top cotton anklets; Pine Hosiery Mills, Inc., boys' and misses' ingrain anklets and 3/4 socks; Montgomery Hosiery Mill.

CLEVELAND COUNTY

Cleveland County boasts of two nice hosiery mills in addition to its other numerous textile plants. One of these is a branch of Hudson Hosiery Co., Charlotte, located at Shelby (See Hudson Hosiery Co., Charlotte). The other is the Mauney Hosiery Mills, Inc., at Kings Mountain.

Mauney Hosiery Mills, Inc.

Mauney Hosiery Mills, Inc., Kings Mountain, capitalized at $250,000, operates 112 circular knit machines in the production of komet link and link, Banner wrap reverse plaits and solid colors. Principal brands are "KingCraft" and "Winner". Products are sold to jobbers and chain stores. W. K. Mauney, Jr., is president and Carl F. Mauney, secretary and treasurer.

McDOWELL COUNTY CONTAINS DOZEN SEAMLESS MILLS, ONE FULL FASHION

McDowell is another area in which numbers of small hosiery plants are located. Employment Security Commission records show that the county contains 13 hosiery mills, employing about 550 workers. Twelve of these are engaged in the production of seamless hosiery and one small full fashioned hosiery mill. Another small plant produces other knit products. Marion contains ten seamless hosiery mills and one full fashioned hosiery plant. Old Fort contains one small seamless hosiery plant and a nice specialties plant and a small half hose and anklet plant is located at Sevier.

MARION

Josephine Mills, Inc.

Josephine Mills, Inc., capitalized at $50,000, operates 175 circular knit machines in the manufacture of men's half hose in celanese, rayon and cotton. Principal brand is "Nominee" and products are sold to jobbers and chain stores through Burgio Bros., 350 Fifth Ave., New York City. C. F. Smith is president and superintendent and Carter Hudgens, secretary and treasurer.

Marion Hosiery Mills

Marion Hosiery Mills, capital $13,000, operates 150 circular knit machines producing men's half hose and slacks in celanese and rayon, acetate and cotton, men's long socks and slacks in plain, combed, mock twist and random. Products are sold to jobbers, chain stores, department stores and retailers through Chester A. Roth Co., Inc., 389 Fifth Avenue, New York City, and 300 West Adams St., Chicago, Ill. Grayson Neal is president.

Elizabeth James Mills

Elizabeth James Mills, capitalized at $250,000, operates 15 full fashioned machines producing ladies' hosiery, chief brand of which is "Lady Elizabeth". The firm sells to jobbers, chain stores, department stores and retailers through its New York office, 93 Worth Street, J. A. Sacks, manager. C. Jack James is manager and treasurer and Pearl H. Queen is secretary.

Other McDowell County Firms

Seamless—Marion: Barnesline Hosiery Mill, men's half hose in 100% full mercerized, rayon with stem clocks, celanese and rayons with patterns, elastic top anklets and half hose; Hawkins Hosiery Mill, anklets; Hensley Hosiery Mill; Hewitt Hosiery Mills, Inc., ingrain boys' and men's sport hose, argyles and cushion sole; R. L. James & Sons Hosiery Mill, half hose; McCall Hosiery Mills, men's cotton anklets and rayon wraps; McPar Hosiery Mill, Inc., men's plain and fancy half hose; Overlook Knitting Mills, Inc., half hose; Old Fort: Parker Hosiery Mills, anklets; Sevier: Sarah Good Hosiery Mills, Inc., men's half hose and anklets.

EDGECOMBE COUNTY

Edgecombe County contains two fairly large seamless hosiery mills, both located at Tarboro.

Runnymede Mills, Inc.

Rnnnymede Mills, Inc., Tarboro, with capital of $80,000, operates 159 circular knit machines, producing "Runnymede" brands of misses' and children's crew socks, anklets and half socks. Products are sold to jobbers and chain stores through Shreve & Adams, Inc., 2800 Empire State Building, New York City. Rawls Howard is president and

treasurer; Robert Howard, vice-president and Vera B. Smith, secretary.

Another Tarboro plant, Mayo Knitting Mills, Inc., produces misses', children's and infants' anklets and crew socks.

HALIFAX COUNTY

Halifax County contains one relatively large seamless hosiery plant.

Halifax County Hosiery Mills, Inc.

Halifax County Hosiery Mills, Inc., Scotland Neck, with capital of $600,000, operates 350 circular knit machines manufacturing men's and children's anklets, principal brands, "Halifax" and "Scottie". Products are sold to jobbers and chain stores through Burgio Bros., Inc., 350 Fifth Avenue, New York City. F. H. Gregory is president and Ennis Bryan is secretary and treasurer.

HENDERSON COUNTY

Henderson County contains seven hosiery mills, employing an average of about 400 workers, according to the records of the Employment Security Commission. These include three seamless hosiery mills and four full fashioned hosiery mills. Hendersonville contains three relatively small full fashioned hosiery operations while three seamless hosiery plants are in operation at East Flat Rock.

Chipman LaCross Hosiery Mills Co.

Chipman LaCrosse Hosiery Mills Co., East Flat Rock, with $500,000 capital, operates 340 circular knit machines in producing men's mercerized rayon half hose and slacks. Products are sold to jobbers and chain stores through Chas. Chipman's Sons Co., Inc., 801 Empire State Building, New York City. Harry E. Katzenmoyer is president and Kenneth H. Burns, secretary.

Full Fashioned—Hendersonville: Grey Hosiery Mills, Inc.; Higdon Knitting Mill, Inc.; R. & S. Hosiery Mill; Rogers Hosiery Mill, Inc.; Seamless—East Flat Rock: Brittain Hosiery Mill, men's and boys' anklets; East Flat Rock Knitting Mill.

IREDELL COUNTY

Iredell County contains two hosiery mills, one seamless, the other full fashioned, and three knit products, one very large, records of the Employment Security Commission show. These plants, including one relatively large full fashioned hosiery mill and one small seamless hosiery plant, are located at Statesville.

Stimpson Hosiery Mills, Inc.

Stimpson Hosiery Mills, Inc., Statesville, operates 29 full fashioned machines producing ladies' hosiery. Products are sold through Hollywood House, Inc., 358 Fifth Avenue, New York City, to jobbers, chain stores, department stores and retailers. C. Stimpson, Jr., is president and R. E. Turnipseed is secretary.

Another Statesville plant, Walton Hosiery Mills, Inc., produces men's half hose and work socks and misses' anklets.

MITCHELL COUNTY

Mitchell County, in Western North Carolina hills and more famous for its mica, contains three hosiery plants employing about 375 workers. All of these, including one large, one medium and one small plant, are located in Spruce Pine, all producing seamless hosiery.

Robbins Knitting Co.

Robbins Knitting Co., Spruce Pine, with capital of $60,000, operates 424 circular knit machines manufacturing men's wraps, half hose and anklets, men's and boys' ingrain anklets and ladies' seamless hose. Principal brands are "Robbins", "Chavalier" and "Qualified" and products are sold to jobbers and chain stores through the firm's New York office, 350 Fifth Avenue, Charles G. Chamberlai manager. F. H. Robbins, president and treasurer, and J. Whitesell, secretary.

The Vaughan Corp.

The Vaughan Corp., Spruce Pine, (branch of the Vaugha Knitting Co., Pottstown, Pa.) operates 140 circular kn machines producing men's, misses' and children's hosier Products are sold to chain stores and department store A. E. Vaughan, Jr., is president and treasurer and S. Henry, secretary, both of Pottstown, Pa., with B. R. Wrigl as manager and superintendent.

Another Spruce Pine plant, Cline Hosiery Mills, produce half hose.

PASQUOTANK COUNTY

Pasquotank County contains two hosiery plant both at Elizabeth City. One is the large Robinso Manufacturing Co. (Hosiery Division), making bot seamless and full fashioned hosiery, and the Pasquo tank Hosiery Co., a small seamless hosiery plant.

Robinson Manufacturing Co.

Robinson Manufacturing Co., Hosiery Division, Elizabet City, capitalized at $600,000, operates 234 circular kn machines producing ladies' nylon and rayon seamless hos iery. Principal brands are "Peach Bloom", "Avalon", "Carolin Belle" and "Robinson". (Operates 11,600-spindle yarn mill. This plant also operates 26 full fashioned hosiery machines pr ducing ladies' hosiery. Principal brands are "Carolin Maid", "Betsy's Best", "Lady-Nee-Hi" and "Robinson' Products are sold direct to jobbers, chain stores, departmen stores and retail stores. Officers are C. O. Robinson, presi dent; C. O. Robinson, Jr., and C. H. Robinson, vice-presi dents, and W. B. Robinson, treasurer.

LIMITED HOSIERY OPERATIONS

North Carolina has 27 counties with limited operations i the production of hosiery. These, alphabetically, follow:

Alexander County has two small seamless hosiery plant and one large knit products plant, all of which are locate at Taylorsville, the county seat. Plants operating ar Alexander Knitting Co. and Miller-White Hosiery Mills The knit products plant is Brookwood Mills, Inc..

Anson County has three plants in the hosiery and knit ting industry which employ approximately 400 workers The largest of these is a full fashioned hosiery plant ope rated by Burlington Mills, Inc., and employing about 25 workers (See Burlington Mills, Greensboro).

Buncombe County contains four hosiery mills which em ploy an average of about 425 workers. Two of these ar relatively large full fashioned hosiery mills located in Ashe ville, the Asheville Hosiery Co. and the Skyland Hosiery Mills, Inc. A seamless hosiery plant, Broadway Hosiery Mills, is located in Asheville and another seamless plant Black Mountain Hosiery Mills, Inc., is located at Black Mountain.

Caldwell County contains four hosiery mills employing about 250 workers, Employment Security Commission records show. Three of these are small seamless mills and one produces full fashioned hosiery. The full fashioned hosiery plant is located at Lenoir and three small seamless hosiery mills operate at Granite Falls. They are: Full Fashioned—Lenoir: Lenoir Hosiery Mills, Inc.; Seamless—Granite Falls: Caldwell Hosiery Mills, Inc., men's half hose, with rubber tops, and men's and boys' half hose and anklets, plain and fancy, in mercerized cotton, rayon and celanese with spun silk and dyed celanese stripes and plaids; Huffman Finishing.

Caswell County is the location of two small but nice full fashioned hosiery mills, both located at Yanceyville. They are Atwater Hosiery Mills, Inc., and Caswell Knitting Mills, Inc.

Chatham County contains three hosiery mills employing several hundred workers. These are a branch in Siler City of Chadbourn Hosiery Mills, Charlotte; the Siler City Mfg. Co., Siler City, and a branch at Pittsboro of Standard Hosiery Mills, Inc., Burlington.

Cherokee County contains one nice full fashioned hosiery mill, the Berkshire Knitting Mills at Andrews.

Cumberland County—Fayetteville: Fayetteville Knitting Mills, Inc. (owned by Standard Hosiery Mills, Inc., Burlington).

Davie County—Mocksville: Imperial Hosiery Mills, Inc., rayon, acetate and mercerized half hose and anklets.

Granville County contains two hosiery mills, both relatively small, Henfine Hosiery Mills Co., at Butner, producing full fashioned hosiery, and Vogue Hosiery Mills, Inc., Oxford, manufacturing men's and boys' English ribs and links and links.

Lee County contains two small but nice full fashioned hosiery plants, both located at Sanford. They are Sanford Hosiery Mills, Inc., and Wyatt Knitting Co., Inc.

Lenoir County—Kinston: Thompson Hosiery Mills, full fashioned.

Lincoln County—Lincolnton: Glenn Mills, Inc., men's half hose.

Moore County contains three hosiery mills, two seamless and one full fashioned, and one small knit products plant. Two small seamless hosiery plants are at Carthage and one nice full fashioned plant and a small knit products plant are located at Aberdeen. They are: Full Fashioned—Aberdeen: Aberdeen Hosiery Mills Co., Inc.; Seamless—Carthage: Currie Mills, Inc., men's half hose and slacks in cotton, rayon, and acetate; Phillips-Russell Hosiery Mill, Inc., men's and boys' slack socks.

Orange County contains two small full fashioned hosiery plants, Efland Knitting Co. and Orange Hosiery Mills, Inc., both located at Efland.

Pitt County—Full Fashioned—Greenville Full Fashioned Hosiery Mills, Greenville.

Polk County contains two nice full fashioned hosiery plants. One of these is a branch at Tryon of Adams-Millis Corp. (See Adams-Millis Corp., High Point) and the other is the R & J Hosiery Co., located at Saluda.

Richmond County has two hosiery mills, one the full fashioned plant of Sandhurst Mills, Inc., at Rockingham, and the other the Commonwealth Hosiery Mills at Ellerbe, producing seamless hosiery and a branch of Randleman.

Rockingham County contains three knitting plants employing about 1,360 workers, two small full fashioned plants, one at Madison and the other at Reidsville, and the large knit products plant of Washington Mills Co. at Mayodan. They are Atwater-Waynick Hosiery Mills, Inc., Reidsville, and Sharnay Hosiery Mills, Inc., Madison.

Rowan County contains three small knitting plants, two of them producing seamless hosiery and the other producing other knit products. One seamless and full fashioned hosiery plant and one small knit products plants are located in Salisbury and a seamless hosiery plant is at Rockwell. Summers Hosiery Mills, Inc., Salisbury produces ladies' seamless and full fashioned hosiery. Heist-McCain Hosiery Corp., Rockwell, produces children's and misses' anklets.

Rutherford County has only one hosiery mill, Sterling Hosiery Mills, Inc., located at Spindale. This mill, capitalized at $445,545, operates 16 full fashioned machines producing ladies' hosiery. Products are sold to jobbers. T. Max Watson is president and treasurer and Allen H. Painter is secretary.

Stokes County—Wee-Sox Hosiery Mills, Walnut Cove (Branch of Randleman).

Swain County—Van Raalte Co., Inc., (Branch of 417 Fifth Ave., N.Y.C.), Bryson City.

Transylvania County has only one hosiery mill, A. W. Wheeler & Son, Inc., located at Brevard. This mill operates 72 full fashioned hosiery machines producing ladies' hosiery, chief brand of which is "Wheeler". Products are sold to jobbers, chain stores and department stores through Sol & De Han, 222 West Adams Street, Chicago, Ill. George W. Wheeler is president and treasurer and G. W. Douglas is secretary.

Vance County contains three relatively small seamless hosiery mills, all employing more than 100 workers and all located at Henderson. They are Continental Hosiery Co., boys' crew socks, children's 5/8 stockings and children's anklets; Soft Spun Knitting Mills, Inc., men's and boys' hosiery; Acca Hosiery Mills.

Wake County—J. S. M. Hosiery, men's and ladies' cotton hosiery and inner baseball hose, Raleigh.

Yancey County—Burnsville Hosiery Mills, Inc., Burnsville, cotton work socks.

Knitting, Other Than Hosiery, Developing Rapidly in State

North Carolina is making extensive progress in the development and expansion of the knitting industry, exclusive of hosiery. In addition to the more basic production of knit underwear and outerwear, knit specialties and novelties are now being produced in greater quantities. Plants in this State have developed high quality knit items and are expanding these operations more rapidly, relatively, than the expansion of hosiery.

Records in the Employment Security Commission office show that in 24 counties of the 100 in the State are knitting plants, other than hosiery. Also it is shown that 57 firms covered by the Employment Security Law are in operation, employing an average of approximately 11,225 workers. Figures here are those for the second quarter of 1952 and may not show a complete picture of the extent of the operations, since it is possible that some of the plants normally in operation may not have been operating at that time, or may not have had in employment as many workers as usual.

Forsyth County has by far the largest employment in knitting, Catawba County ranks second, followed by Rockingham. Other counties in order of employment are Alamance, Surry, Iredell, Gaston, Duplin, New Hanover, Cabarrus, Randolph, Davidson, Alexander, Mecklenburg, Cleveland, Robeson, Guilford, Person, McDowell, Moore, Burke, Ashe and Rowan.

Clark's 1952 Buyers' Guide to Southern Hosiery and Knitwear Manufacturers divides the knitting industry, exclusive of hosiery, into two sections, Knit Underwear and Outerwear and Knit Specialties Manufacturers. Lists of these, with types of products, are given below.

OUTERWEAR—UNDERWEAR

Asheboro—Stedman Mfg. Co., Inc., men's and boys' tee shirts and briefs, men's athletic underwear, men's knit and woven shorts. Brands, "Stedman Athletic", "Stedman Brief" and "Stedman Tailored T". S. B. Stedman, president; W. D. Stedman, vice-president and treasurer.

Belmont—Beltex Corporation, interlock fabric and T-shirts for men. I. E. Howe, president; George M. Howe, secretary; Harold R. Howe, treasurer.

Charlotte—Southern Knitwear Mills, Inc., children's and infants' knitwear. Brand, "Sterntex". Fred Stern, president; E. T. Stern, secretary.

Gastonia—Piedmont Fabrics, men's T-shirts. Brand, "Piedmont", Sam R. Planer, president; Max Planer, secretary and treasurer.

Mayodan—Washington Mills Co. (Mayodan Plant) Office Winston-Salem, men's and boys' heavy weight underwear, men's and boys' athletic shirts, tee shirts, polo shirts and briefs. Brand, "Mayo". Operates 24,296 spindle yarn mill. R. A. Spaugh, Jr., Winston-Salem, president; W. H. Bollin, vice-president; C. H. Reid, secretary and vice-president; E. F. Tulloch, treasurer and vice-president.

Mount Airy—Allendale Mills, Inc., men's, ladies' and children's sport shirts, sweaters and pajamas. Brand, "Allendale". Fred A. Preddy, president; J. H. Blalock, secretary and treasurer.

Mount Airy Knitting Co.—complete infants' and children's underwear, all weights, birth to 12 years. F. L. Hatcher, president and treasurer; J. H. Crossingham, secretary and superintendent.

Pine State Knitwear Co., men's, ladies' and boys' sweaters

and polo coats. John Springthorpe, president; Lindsay Holcomb, secretary, treasurer and superintendent.

Quality Mills, Inc., men's and boys' athletic shirts, T-shirts and polo shirts and briefs and children's training panties and pajamas and infants' shirts. H. O. Woltz, president; G. C. Woltz, secretary and treasurer; James Mayberry, vice-president and superintendent.

Statesville—Empire Mfg. Corp.—polo shirts and T-shirts. Brand, "Empire". Wm. I. Smith, president; F. R. Messinger, secretary and treasurer.

Iredell Knitting Mills, Inc., infants' and children's polo shirts, creepers and cardigans. Brand, "Iredell". Robert Kahlman, N. Y. City, president; Marjorie Schell, secretary-manager.

Wadesboro—West Knitting Corp., men's and boys' winter union suits, athletic shirts and T-shirts. F. A. Huntley, president; F. S. Tillman, secretary and treasurer.

Winston-Salem—P. H. Hanes Knitting Co., men's and boys' winter and summer knit underwear and sportswear, men's and boys' woven shorts and union suits, children's knitted sleeping garments and sportswear. Brand, "Hanes". Operates 44,748-spindle cotton yarn mill. P. Huber Hanes, chairman of board; P. H. Hanes, Jr., president; T. O. Moore, vice-president and general counsel; R. A. Lambertson, secretary and treasurer. (Started operation in 1902; said to be largest men's and boys' underwear manufacturer in the world).

Indera Mills Co., petticoats, knitted and woven, knitted knee warmers. Brand, Indera Figurfit. Mrs. E. F. Willingham, president; E. F. Willingham, vice-president; J. Lee Keiger, secretary and treasurer.

KNIT SPECIALTIES

Belmont—Cornucopia Corporation, knitted fabrics for underwear and outerwear. C. G. Wilson, president and treasurer; C. G. Wilson, Jr., secretary.

Southern Yarn and Processing Co., circular knit fabrics. Henry G. Stowe, president; B. M. Stowe, secretary and treasurer.

Burlington—Burlington Mills Corp. (Tricot Plant).

Webco Mills, Inc., tricot jersey and net fabrics. Reid A. Maynard, president; Webb Durham, secretary, treasurer and general manager.

Charlotte—Lawrence Knitting Co., polo shirt fabrics and novelty fabrics, Lawrence Levy, president and treasurer; Leola Fischman, secretary.

Maru Corporation, circular knit, flat knit and ribbed, E. E. Suttle, president; S. W. Hall, secretary and treasurer.

Stowe Mfg. Co., cotton ribbing and jersey for outerwear and underwear trade, stockingette and industrial tubings. Lester H. Stowe, Jr., proprietor.

Not operating May, 1952—Superior Knitters, Inc., jersey fabrics. L. D. Black, president; S. R. Mauney, secretary, treasurer and superintendent.

Connelly Springs—Francis Fabrics, Inc., polo shirts and training pants. Brand, "Francis Fabrics". Francis Verrault, Valdese, president; J. A. Verrault, Jr., secretary and treasurer.

Fayetteville—Holt-Williamson Mfg. Co., knit tubing and wristing for gloves. Operate 4,536-spindle cotton mills and 34 looms. W. Varwell Williamson, president; A. A. McEachern, secretary and treasurer.

Gastonia—Textile Laboratories, knit dye tubing. R. P. Siler, president.

Graham—Southland Fabrics, Inc., tricot fabrics. Manny Kay, president; Seymour Topping, treasurer.

Greensboro—Guilford Mills, Inc., tricot fabrics, James M. Hornaday, president; F. L. Proctor, secretary and superintendent.

Lexington—Barbet Mills, Inc., underwear and outerwear of cotton, nylon fiberfoyle and blends. Brands, "Barbet", "Rossspun" and "Superspun". Operates 15,296-spindle mill. Clarence A. Ross, president.

Lowell—Beaunit Mills, Inc., tricot knit fabrics, rayon, for dresses and underwear. Brand, "Beaunit". I. Rogosin, president; Lionel Rogosin, vice-president, both N. Y. City.

Lumberton—Dennis Mills, Inc., circular knit tubular cloth. Operates 15,000-spindle cotton yarn mill. M. S. Dayan, president; E. S. Dayan, secretary and treasurer.

Marion—Conley Knitting Co., cotton circular knit jersey and ribbed cloth from 18-1 to 30-1 double carded and combed yarn in bleached and pastel shades and stripes. H. T. Conley and W. T. Conley, Partners.

Morganton—Speir Textiles, Inc., tricot fabrics. Brand, "Speir". E. G. Speir, president and treasurer; Martha G. Speir, secretary.

Mount Holly—Holly Knit, Inc., Subsidiary of American & Efird Mills, Inc., circular and tricot knit fabrics. R. S. Dickson, Charlotte, president; W. H. Suttenfield, vice-president; Lewis E. Chittum, secretary and treasurer.

Newton—Carolina Mills, Inc., branch of Maiden, N. C., towel and wash sets, infants' undershirts and crib sheets. Yarn mills at Maiden and Newton. Julius W. Abernathy, president; O. Leonard Moretz, secretary and treasurer.

Clyde Fabrics, Inc., knit jersey cloth and tubing for glove trade and high grade carded knitting yarns. Operate 17,964-spindle cotton mill. G. I. Davenport, N. Y. City, president; R. C. Reinhardt, assistant treasurer and manager.

North State Knitting Mills, Inc., jersey cloth. T. Manly Whitener, president and treasurer; H. H. Boshmaer, vice-president.

Not in operation April, '52—North Wilkesboro—Knit Craft Corp., cotton jersey cloth. W. C. Marlow, secretary and treasurer.

Old Fort—United Rayon Mills, subsidiary of United Merchants and Manufacturers, Inc., N. Y. City, tricot knit fabrics of nylon and acetate for underwear and outerwear. Brand, "Cohama". Jacob Schwab, president; M. R. Haskel, vice-president; M. H. Deutsch, secretary, all N. Y. City.

Pilot Mountain—Armtex, Inc., office in Greensboro, cotton and synthetic interlock flat knit and rib knit fabrics. Brand, "Armtex". E. Armfield, Greensboro, president; J. C. McKenzie, secretary and treasurer.

Ramseur—Ramseur Inter-Lock Knitting Co., knit fabrics. Sam A. Rankin, president, treasurer and superintendent; C. L. Rankin, secretary.

Rich Square—Northampton Mills, lightweight knitted cloth. M. P. Cooke, proprietor.

Taylorsville—Brookwood Mills, Inc., underwear, outerwear and tubular cotton knitted fabrics. Operates 8,216-spindle cotton mill. C. A. Ross, president; J. Will Long, Lexington, vice-president.

Vass—Angus Mills, Inc., household knitted utilities cloth, knitted piece goods and underwear. Brand, "Angus". Richard E. Forrest, president; Maxwell R. Forrest, secretary.

Wadesboro—Hornwood Warp Knitting Corp., jersey and specialty fabrics. Brand, "Hornwood Fabrics". W. Bryan Moore, president; Hal W. Little, secretary and treasurer.

Wallace—J. P. Stevens & Co., Inc. (Carter Fabrics Division), tricot fabrics. W. J. Carter, Greensboro, executive officer.

Wilmington—Wilmington Warp Knitting Co., subsidiary of Mojud Hosiery Co., N. Y. City, tricot fabrics. John K. Voehringer, Jr., Greensboro, president; David L. Judson, secretary.

DYEING AND FINISHING

Other plants having operations connected with and relating to the knitting and hosiery industries are operating in the State. Most of these are engaged in dyeing and finishing hosiery or other knit products for numbers of smaller plants. Among these are the following:

Johnson Hosiery Mill, Hickory; N. C. Dyeing & Finishing Co., Greensboro; High Point Finishing Co., High Point; Burlington; Puritan Finishing, Decorative Fabrics Finishing Plant (Burlington Mills), Graham Finishing Plant; Southerland Dyeing Mills, Mebane; Knox Knitting Co., Creston; Carol May Finishing Co., Concord; Huffman Finishing, Granite Falls; Iredell Finishing Mills, Inc., Statesville; Charlotte: Kelly Dyeing & Finishing Co., Inc.; Charlotte Finishing Co.; Carolina Sewing Co., Asheboro; Lumberton: Swiss Knit Products Co., Lumberton Bleaching & Dyeworks; Carolina Knit Craft Corp., Salisbury; Surry Knitting Mills, Mount Airy.

SPECIAL ARTICLES ON HOSIERY FIRMS; REASONS SOME OMITTED

When decision was reached to devote this issue primarily to the hosiery industry in North Carolina, it was felt that special articles should be carried on some of the larger or otherwise important hosiery firms. It was finally decided that about 25 hosiery firms could be given special articles in the issue.

A few of the firms selected failed, for some reason, to supply the requested and desired information for special articles. Since it was desired to make this issue on hosiery as complete as possible, it is with regret that special articles had to be omitted relative to a few firms which would have been included.

Two North Carolina plants began the production of full fashioned hosiery in 1922. These were Durham Hosiery Mills, Durham, and Hoover Hosiery Co., Concord. A. R. Hoover had been experimenting with seamless silk hosiery previously and it is likely that Durham Hosiery Mills was trying out silk before full fashioned machines were installed.

N. C. PRODUCES 40% OF HOSIERY

(Continued from Page 4)

industry during most of the history of the Employment Security Commission is shown in the chart (page 3). The industrial classification system used by the Agency does not permit a hosiery breakdown of covered employment (that is, only employment in the knit goods industry as a whole is available), but it is believed that the employment fluctuations for hosiery employment alone would be little different from the trend shown since it comprises such a large portion of the knit goods group.

During the 8-year period from 1939 to 1947 there was a significant decline in national hosiery employment. The total number of production workers in hosiery in the United States in 1947 was only 126,491 as compared with 159,052 in 1939; this was a decline of 20.5 percent. In the same period, hosiery employment in North Carolina declined from 42,664 to 41,178 or only 3.5 percent. It is significant to note at this point that hosiery employment fared worse than total knit goods employment for hosiery declined 20.5 percent as compared with only 10 percent for all knit goods during the 1939-1947 period nationally; during the same period in North Carolina hosiery declined 3.5 percent as compared with a rise of 1.2 percent for all knit goods.

Thus, there are certain other segments of the knit goods industry that are growing much more rapidly now than hosiery; or, it might be said, growing while national hosiery employment is remaining more static. A glance at the table (page 4) will show that the "Outerwear" and "Fabric" groups have been the principal gainers during the 1939-1947 period. Outerwear (such as knitted sweaters, bathing suits, dresses, suits, etc.) has grown increasingly more popular in recent years.

The statistics bear this out for between 1939 and 1947 employment in Outerwear in the United States jumped from 23,437 to 30,596 or a rise of 30.5 percent. No employment was shown for the "Outerwear" group in North Carolina either in 1947 or 1939, although this type of production could have been done by a knit goods establishment classified in the "Underwear" group. Nevertheless, if Outerwear was produced in North Carolina in 1947 or at present, the number employed in this activity is believed to be relatively small.

The "Fabric" group gained 30.9 percent in the employment of production workers between 1939 and 1947 for the nation as a whole; i.e., from 9,548 to 12,502. During the same period, employment in this group in North Carolina jumped sharply percentagewise, though small in actual numbers: from 391 to 1,539 production workers, or a rise of almost 300 percent.

With the "Outerwear" and "Fabric" groups in the knit goods industry forging to the front, while national hosiery employment is remaining fairly static, it is obvious that North Carolina, with approximately one-fifth of the national knit goods employment, must attract an increasing number of "Outerwear" and "Fabric" knit mills to maintain its prominent position in the national knit goods industry. An indication that the State may be doing this is the revelation that second quarter, 1952, covered employment included about 11,225 in non-hosiery knit goods as compared with only 5,514 employment reported by Census of Manufacturers for this group in 1947.

REGRETS—Some of pictures of hosiery products in State collected for composite picture reflected light, causing blazes—white areas—making it unsatisfactory for use. Our regrets.

HOSIERY INSTRUCTION, STATE COLLEGE

(Continued from Page 13)

plete the work required for the degree of B.S. in textiles with major in knitting.

The courses offered are: Knitting I, Hosiery Manufacture, Flat Knitting, Knitting Mechanics, Knitted Garment Manufacture, Full-fashioned Hosiery Manufacture, Knitted Fabric Design, Hosiery Design, Knitting Laboratory II and Knitting Laboratory III, and Knitting Research. Students in options other than knitting may elect one or more of these courses if the prerequisite courses have been completed.

The curriculum in knitting is patterned after the other curricula in the N. C. State College School of Textiles and contains the same requirements in the basic sciences, English, mathematics, economics, psychology, accounting and personnel management. The student in knitting is required to complete a full year of general chemistry and one year in the application of dyestuffs. Thorough study of the natural and synthetic fibers and their utilization in yarns and knitted fabrics is provided.

Emphasis is placed on laboratory instruction. Students learn by doing. Summer work in textile plants is encouraged and the school welcomes young men from the knitting mills in preparation for greater service to the industry. The option in knitting has been in operation since 1944 and a high percentage of the graduates have gone into the knitting mills or into work closely related to knitgoods production. The reports which have been received from the graduates is a source of encouragement to the school.

Almost a third of the South's more than 2,000 textile plants are devoted to the manufacture of hosiery, and emphasis on this phase of the school's work has been made in recognition of the great importance that knitting and the needle arts play in the industrial life of this section. The primary objective is to make available to this branch of the textile industry the type of personnel which has wielded such an influence in the development of the other branches of the textile industry.

You may not know that: Many North Carolina hosiery mills, producing full fashioned or sheer hosiery, have manicurists on duty regularly to smooth broken nails and hang nails on hands of men and women operatives to prevent catching and pulling fine hosiery threads.

Highlights of High Point's Industry and Employment

By MRS. E. DEKAY JOHNSON, *State Labor Market Analyst, Bureau of Research and Statistics, ESC*

This is the first of what is planned as a series of articles discussing employment conditions in leading North Carolina cities. Since High Point leads in employment in hosiery manufacturing this is considered appropriate for this issue. Similar articles dealing with other cities are planned for later issues.

High Point, with its population of more than 40,000, is favorably located in the Piedmont section of the State. It is part of a triangle of large cities with Winston-Salem only 20 miles distant and Greensboro 17 miles. Located in the southwestern portion of Guilford County and adjacent to Forsyth, Davidson, and Randolph, about half a million people reside within a 25 to 30 mile radius. Though this is the usual radius for labor recruitment in the State, the industrial and commuting pattern of this section indicates that workers often come from even greater distances.

From the standpoint of population growth in the last decade, the area has had considerable progress. Though the city of High Point has had only a 3.8 percent population increase, the township shows a 12.1 percent increase. Guilford County experienced a remarkable over-all rise of 24.1 percent, Davidson 16.6 and Randolph 14 percent. Thus it can be assumed that the potential labor supply within the immediate recruiting area of High Point has increased considerably above that of the State which showed an average increase of 13.7 percent.

High Point firms employ about 44 percent of the persons engaged in manufacturing in Guilford County (some 16,500 to 17,000) and 21 percent of those in non-manufacturing (from 8,500 to 9,500). The number of wage and salaried workers ranges from about 25,000 to over 26,000 persons depending on the season, while total employment is from 28,000 to 29,000 persons.

For some years High Point has been known as a leader in the furniture industry; manufacturing, display and sales. Its semi-annual markets rank third in the nation—below only the New York and Chicago markets—in number of buyers, in attendance and in exhibitors showing. From the standpoint of numbers employed and total wages paid to local employees, however, the hosiery industry overshadows the more dramatic and widely publicized furniture industry. Other manufacturing vital to High Point's economy include: yarn and thread mills; finished garments, such as work clothing and ladies' underwear; veneer, plywood and millwork; paper containers and boxes; paints, lacquers and varnishes; springs, mattresses, furniture, padding and mirrors; and dyes and other chemicals.

High Point's 26 hosiery mills employ from 6,500 to 7,000 persons. Of these, more than half work in the 20 plants engaged in the manufacture of seamless hose, such as men's half hose, misses' and children's anklets. Several of these mills also make ladies' lisle hose, much of which is for export. Full-fashioned and seamless hose are made by six firms which employ about 42 percent of the hosiery workers. Those hosiery mills which engage only in knitting, looping and inspecting have the gray hose dyed and finished elsewhere. There are five firms which do this work, limiting their operations to dyeing, finishing and packaging. Closely allied with hosiery manufacture are eight establishments engaged in printing labels, tags, and dry transfers of trade marks and other identifying information for hose, half hose, and anklets.

Other textile mills include two yarn mills and three weaving and throwing plants. Their combined employment is some 1,700 persons. The textile industry as a whole—including all yarn and thread mills, broad woven fabric mills, knitting mills, dyeing and finishing plants, and miscellaneous textile goods—is made up of some 45 firms employing roughly 9,000 persons.

High Point is the hub-of-an-area which, within a 150 mile radius of that city, contains the greatest concentration of manufacturers of wooden household furniture in the world. The city itself has 62 furniture and fixture manufacturing plants, employing from 4,000 to 4,500 persons. With the exception of a small amount of chrome breakfast units, the furniture is wooden. Upholstered household furniture dominates, but office furniture, television cabinets, kitchen cabinets and core stock are also important items. Fifteen plywood and veneer mills are located nearby. These conduct a variety of activities, such as: slicing, grading and taping veneer; making panels; and producing veneer cores.

Contributory and accessory products for use by the furniture plants are made by four firms manufacturing decorative glass and plate glass mirrors; six firms making springs, hinges and metal parts; and five making wood turnings such as knobs, wood carvings and other special turnings. To serve both furniture and textile manufacturers are eleven firms producing a variety of paints, varnishes and finishes, soaps, detergents, bleaches and oils. Also six plants make containers, paper bags, packing materials and a variety of special sized bags for packaging and shipping.

Other manufacturing industries which tend further to balance High Point's economy include: toys, transportation equipment, food and kindred products and small machine shops which work with furniture and textile machinery. These firms, though small, have a combined employment of about 900 persons.

Non-manufacturing wage and salaried workers number from 8,500 to 9,500. Of these, about 40 percent are engaged in trade. The ratio of retail trade to wholesaling is two to one. While there are a few large stores, sales activities are, for the most part, conducted by many small establishments.

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Study of Economy-Cost of Employment Security Program

By HUGH M. RAPER, *Director, Bureau of Research and Statistics, ESC*

Note: Amendments embracing changes described in this article were adopted by the N. C. General Assembly, ratified March 27, 1953.

In 1952 for the first time a thorough-going study was made of the North Carolina economy and of the long range cost outlook for unemployment insurance. While it is true that the North Carolina Employment Security Program's financial condition is extremely favorable in terms of all the usual actuarial measures, one cannot conclude lightly that we have been always right for the right reasons. At times we may have been right for the wrong reasons. Anyway, we are fortunate now in being able to deal with the subject of balanced program financing instead of preventing insolvency or deficits.

PURPOSES OF STUDY

The study and planning that has been done has as its primary purpose the achievement of a close relationship between benefit expenditures, cost (tax) rates, and fund reserve levels. The problem was to develop a financial policy based on the best possible estimates of probable benefit outlays determined through a careful analysis of the North Carolina economy so as to establish an actuarially sound financial structure characterized by a rational relationship between benefit disbursements, the level of revenues, and the size of the reserve.

In unemployment insurance, the unemployment risk is governed by economic factors which are not nearly as stable or predictable as the factors relied upon in other forms of insurance, e.g., mortality tables used in life insurance. The incidence, severity, timing, and duration of unemployment vary with business conditions which are notably subject to instability from year to year.

The approach was by a study of probable trends in the next eight to ten years in economic development and in the labor force composition in the State and then to estimate actuarialy the impact of such developments on benefit costs. With this base, the formulation of sound financial policy can be approached in a more intelligent manner.

U.N.C. BUSINESS SCHOOL STUDY

Late in 1951 the ESC entered into an arrangement with the School of Business Administration of the University of North Carolina for the purpose of making a thorough-going study of the North Carolina economy, particularly delving into those areas of the State's economy that contribute either to employment stability or to that other part that generates unemployment. We were extremely fortunate in having assigned to us for the work Dr. Lowell D. Ashby who had earlier done much work on a study of the North Carolina economy in terms of the personal incomes of the people in each of the hundred counties. The actuarial work was done in Bureau of Employment Security of the Federal Department of Labor in Washington from the material developed by the Agency and by Dr. Ashby and his staff.

LEGISLATIVE RECOMMENDATIONS

The findings and conclusions of the study served as a valuable guide in preparing proposed legislation making changes in the program's financial structure.

Several factors pointed to the need for a thorough-going revamping of the whole plan of experience rating. Among the more important were the following:

1. The type of plan in use in North Carolina and one other State was far more severe in terms of conformity requirements than was true in some 30-odd states with the more usual type of reserve ratio plan. The plan in these two states required a ratio between the reserve balance and the three-year payroll of 2.5% to qualify for reduced rate. In addition, the employer's reserve balance must exceed five times the largest benefit outlay in the three prior years. With this type plan more than a third of the payrolls automatically were subject to the 2.7 percent rate, and the rate pattern for the other accounts lacked proper balance.
2. In the five fiscal year period, 1947-1952, the benefit expenditures were about 1.1 percent of the taxable payroll while the rate ranged from 1.20 in 1952 to 1.65 percent of the taxable payroll in 1948. The relationship between costs and benefit expenditures was such that the fund continued to grow larger each year. With the schedule unchanged the likely contribution income in 1953 would have been at the rate of 1.4 percent of the taxable payroll.
3. Lesser influences such as biennial adjustment of formula through legislative action, abrupt changes up and down in contribution rate by reason of too few rate classes and too drastic steps, e.g., 2.7 rate to 1.8 rate to 0.9 rate, etc. pointed to the need for schedule modification.

An outgrowth of a consideration of these factors was the development of legislative recommendations for consideration by the Employment Security Advisory Council and by the Commission. The formula presented to the legislature contained six different schedules or rate patterns. The multiple rate patterns are designed to vary the income in terms of the condition of the Fund with the sole determinant being the ratio between the amount in the Trust Fund and the taxable payroll of all subject employment in the prior fiscal year. A comparison of the next-to-the-most favorable schedule, "E," which is to be used in the recomputation of the 1953 with the old schedule used prior to the legislative change will illustrate the change brought about when the next to most liberal rate pattern is effective.

The average estimated rate will decline from 1.40 percent to about 1.05 percent of the taxable payroll.

In dollar terms, the estimated yield is $16,262,000 in contributions, some $5,235,000 reduction from the yield of $21,497,000 estimated under the 1953 original computation. (1952 payroll data used for estimate.)

The taxable payroll qualifying for *some* reduction in rate advances from 63.4% to 90.7%.

The percentage of accounts paying at the standard

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N. C. HOSIERY MEN USE PROFITS FOR NEW, EFFICIENT EQUIPMENT

North Carolina hosiery manufacturers have expanded and increased production to such an extent in the past 25 years that they have gone far ahead of any other state in the Union in hosiery production. Characteristically, they, and the same applies to some extent to hosiery manufacturing in the South, generally, have been constant in putting the bulk of their earnings back into the industry in the form of new and enlarged plants, in the newest and most efficient machinery and in laboratory equipment to improve the quality of their products.

One result of this is that North Carolina hosiery manufacturers are using much larger machines in full fashioned production than are used generally throughout the country. These newer and more efficient machines are built in 30-, 32- and 34-sections. Most North Carolina producers operate these larger machines—much larger than the average for the United States as a whole. This naturally gives them greater production per machine than the nation's average.

Two developments have been achieved in hosiery styles. Thirty years ago North Carolina producers were using 36-gauge machines and with much coarser yarns than are used today. Much of the yarn used in the production of finer and sheerer hosiery is 15-denier and most of the finer stockings are made in three gauges, the finest going up to 66-gauge. This means that there are 66 loops or stitches to each 1½ inches of the knit goods.

But much more of North Carolina's hosiery is seamless. Producers in this State are now placing on the market a large quantity of fine highly styled seamless nylon hosiery. Pioneer and largest producer of this type of fashionable hosiery is Hanes Hosiery Mills Co. in Winston-Salem. Several other North Carolina firms are also producing the higher type seamless hosiery.

Also included in seamless hosiery are men's half hose and anklets, men's sport hose and men's work socks as well as misses', boys', children's, and infants' hose and anklets.

North Carolina's manufacturers produce immense quantities of men's half hose and anklets. Many of them produce highly styled men's socks and anklets of nylon, dacron, rayon and other man-made fibers as well as lisle, mercerized cotton and other fibers. Many of them are clocked fancy and plain which go through high style men's stores to the most fastidious dressers.

Formerly half hose and anklets were made on two machines, one machine producing the top and another the body. Now fully 95% of the socks made in this State are produced on one machine which is fully automatic. As many as seven or eight different types of yarn may be used in producing one sock in which may be found as many as three types of knitting.

Many of North Carolina's hosiery producers have reached the point of being able to make the finest types of hosiery for the entire family and many others are rapidly working their way up to that point.

HIGHLIGHTS OF HIGH POINT

(Continued from Page 54)

Service industries, such as hotels, laundries, barber and beauty shops, business services, auto and other repair services and amusements regularly employ some 1,700 persons. Transportation, communication, and public utilities employ another 1,000. Construction, government, finance, insurance, real estate and other industries account for about 3,000 workers.

Though subject to seasonal fluctuations, the employment trend has been upward since fall of 1951. This was due to increases in textiles and furniture which over-balanced a state of general stability as small losses and gains in other manufacturing and non-manufacturing industries tended to equalize each other. As of February 1, 1953 the outlook was for a continued gradual increase in employment, with most industries reflecting an air of mild optimism.

STUDY OF ECONOMY—COST OF E. S.

(Continued from Page 55)

2.7 rate declines from 36.6 percent to 17.2 percent or numerically from 4,487 to 2,422. Of the 2,422 some 1,700 had insufficient years of qualifying experience for rating purposes and almost 400 were overdrawn.

In the recomputation the lowest rate, 0.1 (giving a 96 percent saving) will be assigned to 505 more employers, making 2,482 eligible for this rate with a recomputation under the new formula.

Some rate reduction is given to 999 of the 1,705 employers originally assigned the 2.7 rate, largely because of the change in qualifying tests.

Ratio of Employer's Reserve Balance To 3-Year Taxable Payroll	Employer's Rate Under Old Schedule	Employer's Rate Under New Schedule
Under 1.4%	—	2.7%
1.4% to 1.8%	2.7%	2.5
1.8% to 2.2%	2.7	2.3
2.2% to 2.4%	2.7	2.0
2.4% to 2.5%	2.7	1.7
2.5% to 2.6%	1.8	1.7
2.6% to 2.8%	1.8	1.4
2.8% to 3.1%	0.9	0.9

(Ratios and rates not changed below this point)

HOSIERY MILL LIST SOURCES

Lists of hosiery mills used in this issue were secured from three different sources: Clark's 1952 Buyers' Guide to Southern Hosiery and Knitwear Manufacturers, North Carolina Directory of Manufacturing Firms, 1952, published by the N. C. Department of Labor; and the Employment Security Commission records.

Even with these sources, the lists are not expected to be entirely complete or accurate. Some mills have suspended operations since the lists were compiled; others may have been suspended temporarily when the lists were made, and others have started operations since the lists were closed. Also, numbers of plants are small and may have been missed in compiling the lists. Information on types of products of a few firms was not available, so is omitted.

SUPPLEMENT TO "THE E. S. C. QUARTERLY", VOL. 11, NO. 1-2, WINTER-SPRING, 1953

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THE E. S. C. QUARTERLY

Compiled by MRS. ELIZABETH M. FORD, *Secretary, Office of Informational Service*

Published by
EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

(Issues from Vol. 1, No. 1, Summer, 1942, through Vol. 4, No. 4, Fall, 1946, were designated as "The U. C. C. Quarterly". When the name of the agency was changed April 1, 1947, the name of this magazine also was changed.)

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iennial Reports, 1936-1938; 1938-1940; 1940-1942; 1942-1944; 1944-1946; 1946-1948; 1948-1950; 1950-1952

nnual Reports (Mimeographed) 1937*, 1938*, 1939, 1940, 1941*—*Out of Print

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he U. C. C. Quarterly
Vol. 1, Nos. 1, 2, 3, 4 (1942-43)
Vol. 2, Nos. 1, 2, 3 (1944) (No. 4 not issued)
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he E. S. C. Quarterly (Name changed April 1, 1947)
ol. 5—No. 1, Winter, 1947—Granite, Marble, Stone
No. 2-3, Spring-Summer, 1947—Brick, Tile, Pipe, Pottery
No. 4, Fall, 1947—Rural Industries

ol. 6—No. 1. Winter, 1948—Pulp, Paper, Paper Products
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mployment Security Law as amended (1951).
ules and Regulations, amended June 19, 1951.

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mployer's Certificate of Coverage and Notice to Workers.
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RELEASES OF THE BUREAU OF RESEARCH AND STATISTICS

Current Series

"Trends"—A monthly mimeographed activity report first issued in June 1943. Data for period 1938-1943 found in other series now out-of-print.

"Employment and Wages in Covered Employment by County"—A quarterly mimeographed release giving employment and wage data in covered employment for each county for five broad industry groups. First release First Quarter of 1948.

"Covered Employment and Total Wages in North Carolina"—An annual report for calendar years, issued in two parts as follows:

1. Summary data for State by two-digit industry and employment and wages by county.
2. County data by three-digit industry. First released in 1943.

"Experience Rating in North Carolina"—An annual study of the experience rating plan and its operation. First release in 1946. (1948 issue out of print.)

"Labor Resources in North Carolina for Industrial Development"—A bimonthly release begun in January 1951 showing recruitable labor by county.

"Labor Supply—Labor Demand"—a labor market digest released in February, June, and October based on sample employment trends in over 800 reporting establishments in 14 selected areas. First release entitled "Employment Trend in Reporting Establishments" first issued in 1946. Out-of-print prior to 1949.

"Labor Market Digests"—An employment security office release showing labor market conditions in office area. Only current releases available. Released as follows:

1. Bi-monthly for Asheville, Charlotte, Durham, Greensboro, High Point, Raleigh, and Winston-Salem, and
2. In October, February and June for Burlington, Gastonia, Morganton, Reidsville-Spray and Wilmington.

"Annual Report of Employment Service Division"—A mimeographed release dealing primarily with activity summary data by office, presenting data graphically for evaluating purposes. A similar graphic presentation is prepared for each January-June period. For limited distribution only.

Special Reports and Studies

"Trends in Covered Employment and Wages 1942-1945."

"Trends in Manufacture 1945-1946."

"The Influence of Industry on Population Change" (1948)

"Research in the Employment Security Program" (1948)

"North Carolina Employment and the Labor Force, 1947"

"Unemployment Insurance Financing"—a digest of the Cost of Unemployment Insurance in North Carolina, and a Study of Long-Range Unemployment Benefit Financing and Fund Solvency.

"A Study of Claimants Exhausting Benefits Under the Unemployment Insurance Program During May and June 1951."

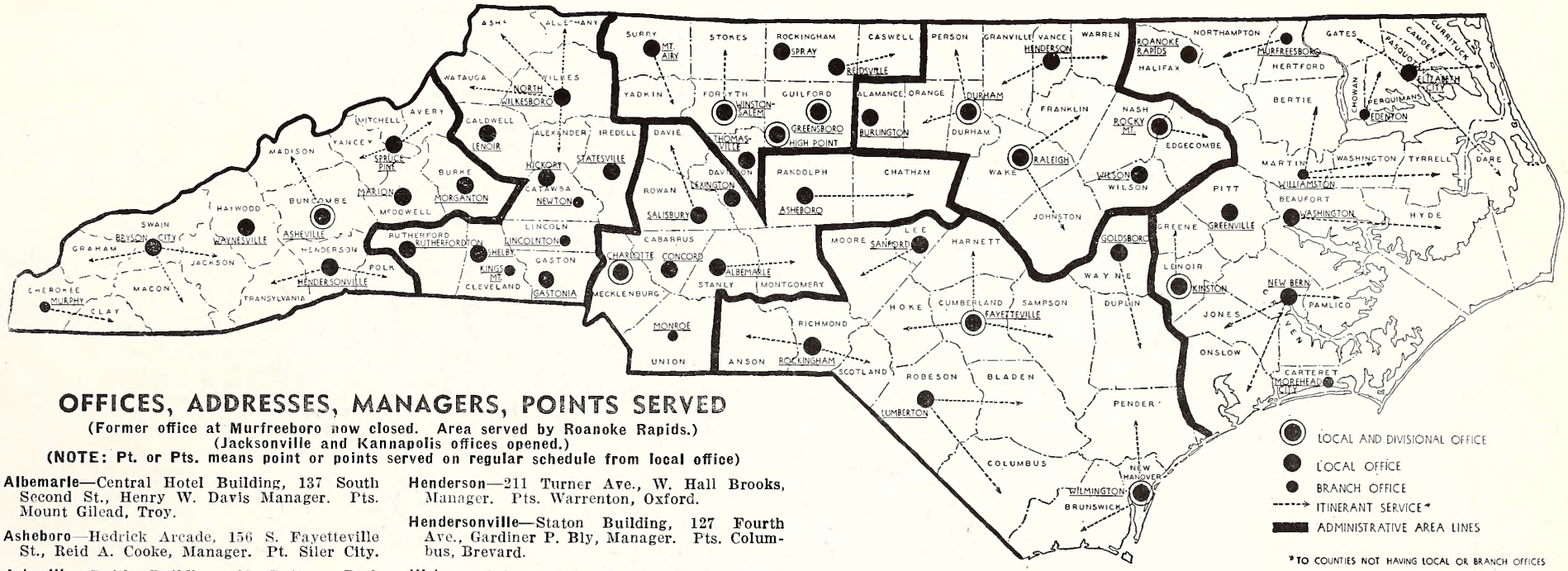
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OFFICIAL BUSINESS

66 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 55 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

(Former office at Murfreeboro now closed. Area served by Roanoke Rapids.)
(Jacksonville and Kannapolis offices opened.)
(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Henry W. Davis Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 156 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Smith Building, 38 Battery Park Ave., Bonny C. Wilson, Manager. Divisional Office, Savoy Hotel Bldg., 31 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Robbinsville, Franklin, Sylva.

Burlington—Piedmont Hotel Building, 134 West Andrews St., Charles R. Stone, Manager.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—Pythian Bldg. Annex, Market St., Lewis B. Morton, Manager.

Durham—Pollard Building, 111 N. Church St., Mrs. Ethel C. Lipscomb, Manager. Divisional Office, 126 Parrish St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, Manager. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Norman L. Pendleton, Manager. Pts. Currituck, Manteo, Buxton.

Fayetteville—Prince Charles Hotel Building, S. Thaddeus Cherry, Manager. Divisional Office, 133 Pittman St. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave., Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207-211 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Howard W. Winstead, Manager. Divisional Office, Barnes Bldg., 1216 E. Market St.

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—4 First Ave., N. W. H. D. Boyles, Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Jacksonville—825 Court St., Duke Amerson, Manager.

Kannapolis—220-A Oak St., S. W. Patterson, Manager.

Kings Mountain—Bridges Building, S. Cherokee St., Mrs. Mary B. Goforth, Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St., Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second St., John R. Fish, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, Manager.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ East Court St., David S. Gray, Jr., Manager.

Monroe—American Bank & Tr. Co. Bldg., 102 E. Franklin St., Floyd Harrill, Manager.

Morehead City—103 S. 4th St., Mrs. Julia P. Tenney, Manager.

Morganton—Davis Bldg., 306 S. Green St., Austin L. Clodfelter, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 125 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yadkinville.

Murphy—A & P Bldg., 2nd Floor, Peachtree St., Jack T. Burrus, Manager.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Mrs. Kathryn A. Lott, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., James A. Gawthrop, Manager. Pt. Yanceyville.

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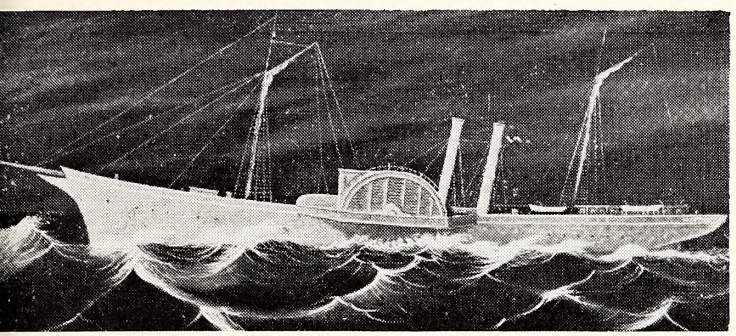
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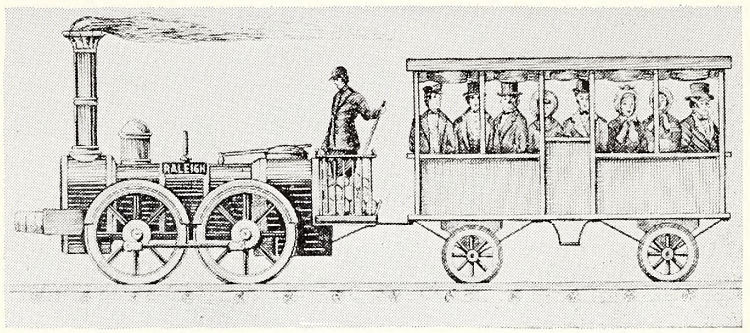
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THE E. S. C. QUARTERLY

VOLUME 11, NO. 3-4 SUMMER-FALL, 1953

North Carolina Was A Pioneer in Railroad Building; Is A National Leader in Trucking; Excellent Bus and Air Lines

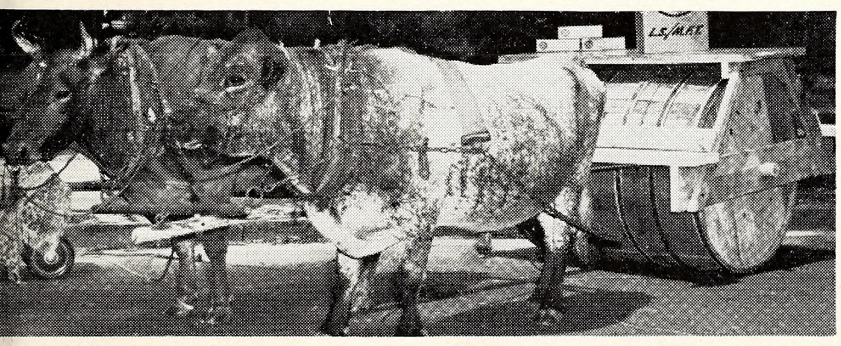


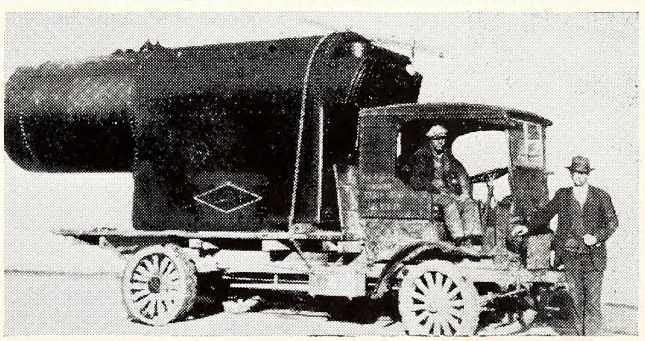




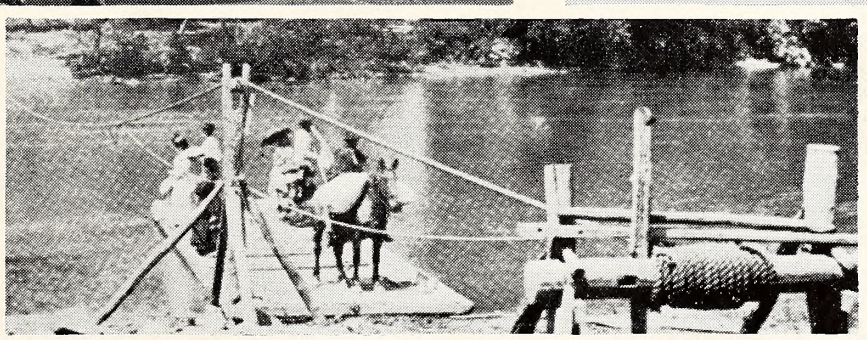














—Most of photos by N. C. Dept. of Archives and History

Methods of travel and transportation of yesteryear in North Carolina

(Descriptive lines Page 66)

PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 11, Numbers 3-4 Summer-Fall, 1953

Issued at Raleigh, N. C. by the

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

Commissioners: Mrs. Quentin Gregory, Halifax; Dr. Harry D. Wolf, Chapel Hill; R. Dave Hall, Belmont; W. Benton Pipkin, Reidsville; C. A. Fink, Spencer; Crayon C. Efird, Albemarle.

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NORTH CAROLINA TRANSPORTATION

Transportation in North Carolina was difficul during the settlement and colonization period an on up past the turn of the century. Banks along th coast interfered with shipping and shallow sound hindered any but small boats. Rivers and othe streams had to be forded, ferried or bridged. Moun tains in the west could be scaled only at gaps.

North Carolina passed through the trail and trad ing path periods and the period of poorly improve and maintained roads, noted for their ruts and roots Plank roads were hailed as the "farmers' railroads" but their span of existence was brief. This Stat went into the lead in construction of railroads dur ing the quarter of a century before the War Betwee the States, and again marched forward during th last quarter of the last century. During the past 3 years the State has again forged forward in the con struction of a State-wide, county-wide system of all weather highways.

In the past 25 years North Carolina has develope bus and truck systems which are second to none i the country, extending to every county in the Stat and reaching areas not formerly reached and serve by railroads. Shipping by water is being expande through development of modern port facilities at tw coastal cities. One important air transportatio company has been expanding its services from thi to other states, in addition to numbers of other com panies that have established routes in North Caro lina. Two large pipe lines, one for petroleum prod ucts, the other for natural gas, have been built int or through the State.

North Carolina has an estimated 46,000 individ uals engaged in transportation industries, 20,00 of them covered by the Employment Securit Law, approximately 18,000 subject to the Railroa Retirement Board, with probably 8,000 not covere by either agency. Salaries and wages of these work ers probably reach $135,000,000 a year. The 20,00 workers covered by the Employment Security La drew wages and salaries of $65,826,000 and consti tuted 2.8 percent of the covered workers in the Stat in 1952. Transportation is the life line of Nort Carolina industry and an important and growing in dustry within itself.

FRONT PAGE PICTURES

First row, l. to r.—The Ad-Vance, blockade runner during the War Betwee the States, named for Governor Vance's wife; The Raleigh, one of the firs locomotives to operate on the Ralcigh and Gaston Railroad, completed in 1840

Second row, l. to r.—Covered wagons on wagon lot around turn of century on what is now Pack Square, looking down Patton Avenue, Asheville; Th first airplane flight at Kitty Hawk, Orville Wright at controls and Wilbu Wright alongside; Rubber-tired buggy of some 50 years ago, occupant late became Mrs. R. Getty Browning, wife of chief locating engineer, N. C. High way Department.

Third row, l. to r.—"Tobacco Road", yoke of oxen pulling tobacco hogs head, provided by H. W. Miller Trucking Co. for American Tobacco Co., use in Durham Centennial parade; Solid rubber tired 1920 Auto-Car, two-to truck, owned by A. H. Candler Transfer Co., Asheville.

Fourth row, l. to r.—Coach of 50-150 years ago with two white horses used in Raleigh parade in 1940; A ferry boat, typical of hundreds used ove streams, the current providing the power; Car of government agent stuck i mud some 40 years ago in Johnston County.

(Airplane, locomotive, ship, wagon lot, ferry, coach and stuck car photo N. C. Dept. of Archives and History).

Kendall Again Chairman; Gregory, Wolf Renamed; Efird New

Henry E. Kendall was reappointed to another four-year term as chairman of the Employment Security Commission by Governor William B. Umstead last July after serving seven years in this position, the longest period of any chairman since the Commission was formed near the end of 1936. At the same time Crayon C. Efird, Albemarle, was appointed a member of the Commission, succeeding Bruce E. Davis, Charlotte, and Mrs. Quentin Gregory, Halifax, and Dr. Harry D. Wolf, Chapel Hill, were reappointed to four-year terms.

Chairman Kendall, Mrs. Gregory, Dr. Wolf and Mr. Efird were administered the oath of office by Associate Justice Jeff D. Johnson in the Governor's Office July 14.

Since Governor Umstead could not attend this swearing-in ceremony, the members of the Commission met with him in his office during their meeting in Raleigh September 10, 1953. He extended greetings and talked with them briefly. R. Dave Hall, Belmont; Charles A. Fink, Spencer, and W. Benton Pipkin, Reidsville, are holdover members with two more years to serve.

Chairman Kendall, at the 17th annual convention held September 28-October 1, 1953, at Wentworth-by-the-Sea, New Castle, New Hampshire, was elected president of the Interstate Conference of Employment Security Agencies for the ensuing year. This is an organization of the Employment Security Agencies of the 48 states and four other units. During the previous year he had served as chairman of the Legislative Committee and two years before that he had been Regional Vice-President of Region IV, embracing North Carolina, Virginia, West Virginia, Maryland and the District of Columbia.

At its annual meeting in Wilmington in August the State Federation of Labor elected Mr. Fink to his 17th term as president of the organization.

In July Mrs. Gregory was selected as 1953 "North Carolina Mother of the Year" by the National Golden Rule Foundation.

Biographical sketches of Chairman Kendall, Mrs. Gregory, Mr. Hall, Mr. Fink and Mr. Pipkin have been carried in this publication in recent years. Sketches are now presented on Mr. Efird, the new member, and Dr. Wolf, reappointed, about whom a sketch appeared twelve years ago.

DR. HARRY D. WOLF

Dr. Harry D. Wolf, Chapel Hill, was born in Sheldon, Illinois, March 14, 1895. He received his B.S. degree at Kansas City State Teachers' College in 1922; his M.A. degree at the University of Chicago in 1923, and his Ph.D. degree from the University of Chicago in 1926. He was associate professor of Social Science at Illinois College, Jacksonville, Ill., in 1923-24, and professor of Social Science at the same institution in 1926-28.

Dr. Wolf joined the faculty of the University of North Carolina as associate professor of Economics in 1928, continuing as such until 1936 when he became a full professor of Economics, the position he still holds. Since 1946 he has been director of the Institute of Industrial Relations in Chapel Hill. In 1935 he was regional labor advisor of WPA and in 1943 he was associate member of the National War Labor Board, serving as public member of the Fouth Regional War Labor Board, 1943-45. During World War I, Dr. Wolf saw overseas service as private in the United States Marines, 1917-1919.

When a special Unemployment Compensation committee was provided by legislative action and appointed by Governor Ehringhaus in 1934, Dr. Wolf, a member, was made executive secretary of this committee, made the study and drafted the report made to the governor as the result of extensive studies conducted. In 1941 he was appointed a member of the Employment Security Commission by Governor Broughton and has been reappointed by each succeeding governor to 4-year terms on the Commission.

Dr. Wolf is a member of the American Economics Association, the American Academy of Arbitrators, the Industrial Relations Research Association and the American Association of University Professors. He is also a member of three professional and scholastic societies, Pi Kappa Delta, Kappa Delta Pi and Delta Sigma Pi. In addition to serving as associate editor of the *Southern Economics Journal* since 1939, Dr. Wolf has written several important treatises on economics and labor conditions, including the Railroad Labor Board, 1927, and Collective Bargaining on the Railroads in How Collective Bargaining

Members of Employment Security Commission of North Carolina. Front row, left to right, Crayon C. Efird, Albemarle, new member; Mrs. Quentin Gregory, Halifax; Colonel Henry E. Kendall, Raleigh, Chairman; Second row, l. to r., W. Benton Pipkin, Reidsville; Dr. Harry D. Wolf, Chapel Hill; C. A. Fink, Spencer; R. Dave Hall, Belmont.



Works, Twentieth Century Fund, 1942.

In 1926 Dr. Wolf married Miss Edna Gilmore. They have two sons, William Thomas and Charles Parker Wolf. He is a Presbyterian.

CRAYON C. EFIRD

Crayon C. Efird, Albemarle, was born in Stanly County, September 28, 1904, the son of Mr. and Mrs. Henry P. Efird. He graduated from the Albemarle High School and attended the University of North Carolina for two years. He then joined his father in the firm of H. P. Efird Co., Inc., dealer in International Harvester farm equipment. He is now treasurer of this organization.

In 1933 Mr. Efird represented the 19th Senatorial District in the N. C. General Assembly and represented Stanly County in the House of Representatives in 1939. For several years Mr. Efird was chairman of the Stanly County Democratic Executive Committee. He served as a member of the N. C. National Guard in 1926-27. During Governor Broughton's administration he served as assistant director of the North Carolina Division of Purchase and Contract, his term extending from September 1, 1941, to February 1, 1946.

Mr. Efird is a member of the First Presbyterian Church in Albemarle and is president of the Jim Harris Bible Class of this church. He is a Scottish Rite Mason and a former president of the Stanly County Shrine Club. In addition to being treasurer of H. P. Efird Co., he has extensive farm interests and is president of the Albemarle Oil Co., president of the Power City Bus Line and president of Lake View, Inc., real estate holding company.

In 1940 Mr. Efird married Miss Annabel Vester of Spring Hope. They have two children, Crayon C. Efird, Jr., 11, and Sally Efird, 6.

'TWEETSIE', HERALDED IN SONG AND STORY AT BOONE, NOW IN VIRGINIA

"Tweetsie" is the pet name applied to several small wood-burning engines, with or without the trains they pulled operating for many years on the East Tennesee and Western North Carolina Railroad, a narrow gauge railroad 66 miles long between Boone, N. C., and Johnson City, Tenn. "Tweetsie" has been applied to several of these locomotives running in numbers from one to fourteen (but minus 13), but number eleven is probably the most famous in the group since this "Tweetsie" is now pulling passengers on a one mile scenic and fun railroad near Harrisonburg, Va., week ends and holidays.

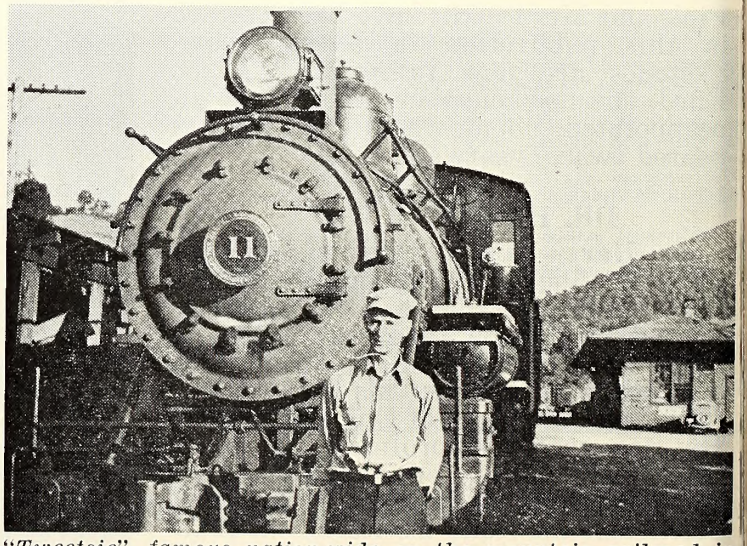
The first unit of the East Tennessee and Western North Carolina Railroad was built from Johnson City, Tennessee, to Cranberry in Avery County, two or three miles across the North Carolina line, a distance of 34 miles, around 1884. Iron mines were being developed at Cranberry and a smelter was established there to extract the iron and produce pig iron. Later the smelter was moved to Johnson City and the ore hauled there from the mine. Later the road was extended to Pineola, a distance of 12 miles, where the Whiting Lumber Co. operated a sawmill. Still later, around 1918, a branch road, 19 miles long, was built to Shull's Mill, also a lumber plant. In 1921 Watauga County issued $27,000 in bonds to extend the road five miles further northward to Boone. In the early days the road from Cranberry to Boone was operated as the Linville River Railway Co.

Floods in 1940 damaged the roadbed and caused abandonment of the line from Boone to Cranberry, a distance of 34 miles. Around that time passenger service was abandoned on the remainder of the line from Cranberry to Johnson City. During World War I iron ore again became important and the Cranberry Mills were again in operation. About three years ago the few miles in North Carolina and part of the main line in Tennessee were abandoned.

Several years ago "Tweetsie" No. 14 was sold to an Alaskan lumber firm and later reports were that it had been destroyed in a forest fire. "Tweetsie" number 11 was sold to a Virginian who secured the mile of track and laid it about five miles east of Harrisonburg, Va., at Penn Laird. This locomotive is now pulling three or four coaches on a scenic and fun run a mile long. The round trip is 50¢ and reports are that the railroad with the imposing name, The Shenandoah Central Railroad, is earning money and furnishing fun in the Shenandoah Valley. A ticket on the road is almost as long as the line (actually 17 inches long) and contains a dozen notices such as "Confederate veterans ride free"; "Carpetbaggers pay double fare"; "Political arguments not permitted in cars; Bryan and McKinley are both good men" and "No elephants checked as baggage; this is no trunk line". The track is three feet wide and the "Tweetsie" has ten wheels, the driver's about three feet high.

"Tweetsie" is possibly the best advertised locomotive in the country. In the January issue of "Trains—A Popular Magazine of Railroading", "Tweetsie's" picture appears on the front and inside is a feature story on "Tweetsie's Last Trip", filling three pages and with six pictures of "Tweetsie" coming from a tunnel, crossing a trestle, puffing at Elk Park and in other poses. Thousands of visitors have made excursion trips through the mountains of Tennessee and North Carolina on trains pulled by "Tweetsie" and many columns have been written about the operation of this railroad.

James E. Miller, Boone, was an engineer on this road for 25 or 30 years.



"Tweetsie", famous nation-wide on the mountain railroad in Avery and Watauga counties, and her longtime fireman-engineer, James E. Miller, Boone. This locomotive now serves the scenic railway in Virginia.

ACKNOWLEDGEMENTS

Many sources have been tapped for information for this issue on transportation. Oral, written and printed materials have been assembled in an effort to present a fairly complete picture of the development of transportation methods in North Carolina. Thanks are extended to all who contributed to the information herein enclosed. Special thanks are extended to some of these sources.

Clarence H. Noah, Parks M. Low, railroads; M. Broadnax Glover, trucks; Eugene A. Hughes, Jr., busses, and V. L. Choate, accounting, of the N. C. Utilities Commission.

John H. Andrews, former traffic schedule expert of the Southern Railway and son of Col. A. B. Andrews.

L. Polk Denmark, N. C. Highway Dept., railroad map.

Articles on railroads and plank roads in a special issue of the Sanford Herald, 1953.

Article on plank roads by Robert B. Starling in N. C. Historical Review, Vol. XVI.

Chester S. Davis, special articles in Winston-Salem Journal and Sentinel.

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"The Story of Durham," by Dr. W. K. Boyd. Duke University Press, 1925.

"A State Movement in Railroad Development" by Dr. Cecil Kenneth Brown, UNC Press, 1928.

"Ante-Bellum North Carolina" by Guion Griffis Johnson. UNC Press, 1937.

"N. C. Roads and Their Builders" by Capus Waynick, published by Superior Stone Co., Raleigh; Edwards and Broughton, printers. 1952.

Transport Workers Double in Decade; Bulk in Ten Counties

By GRACE Z. MOEN, *Research Analyst, Bureau of Research and Statistics, ESC*

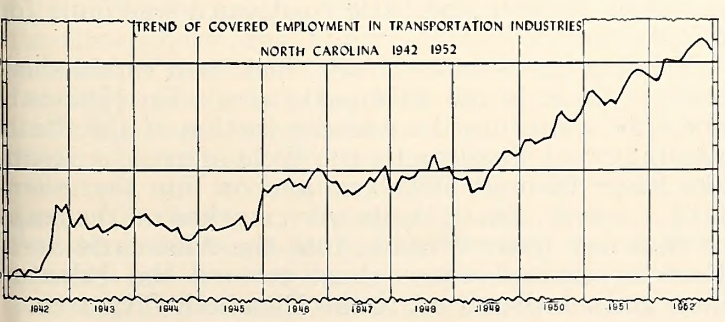
Transportation industries covered by the Employment Security Law in North Carolina include enterprises engaged in passenger and freight transportation by highway, water, or air, and those which furnish services related to transportation. Many of these industries are semipublic in nature in that, to a certain degree, they are regulated by some form of public authority as to rates or prices they may charge and the services they may render. Employment in railway transportation is not considered here, because it is exempt from coverage by this particular law. However, based on the 1950 census, there are approximately 18,000 workers in railroad and railway express service.

During 1952 an average of about 20,000 workers were employed in covered transportation industries in the State, constituting 2.8 percent of the 708,496 total covered employment in that year. These workers received around $65,826,000 or about 3.4 percent of total earnings paid to covered workers in North Carolina. In addition to these, other transportation workers were covered in the utilities group. A fair estimate of all transportation workers in the State would be around 46,000, including covered and non-covered employment.

Both covered employment and wages in the transportation industry have made rapid strides over the last eleven-year period. Specifically, in January 1942 covered employment of the group was just under 10,000 in approximately 350 employer units. By November 1952, however, employment in covered transportation establishments had more than doubled, having reached a peak of 21,100 workers in about 500 firms. Earnings of transportation workers advanced by even a greater proportion, for by 1952 the payroll had more than trebled that of 1942. It is true that hourly wage scales have advanced considerably over the past decade, but the volume of transportation, passenger and freight, has been responsible for longer workweek schedules as well as increased employment.

This general upward trend of covered employment in the transportation group of industries over the eleven-year period (1942-1952) may be seen in the accompanying chart. From an irregular trend in 1942, employment went through its seasonal changes with slight variation until 1946, when it began to climb; and with reasonably uniform pattern, continuously pushed upward to higher levels.

The greater portion of the industry is concerned with the handling of heavy and bulky merchandise, household furniture, farm produce, and other commercial goods. The employment trend in the trucking and warehousing group therefore, largely determines the employment trend of the total covered transportation group (railroad workers excluded), because it constitutes more than 70 percent of the industry's total covered employment, which amounted to 13 to 15 thousand workers in 1952.



At the beginning of each year, employment in trucking and warehousing usually experiences a reduction after the holiday traffic; then it levels off until May or June when fruit, vegetables, and other farm produce are ready to be transported. The trend then rises sharply through the remainder of the year to meet increased trucking operations. For example, furniture manufacturers ship more than 60 percent of the year's production in the five-month period after the July furniture markets. Likewise, a heavier volume of other merchandise is hauled for fall and winter delivery to trade establishments. Also hauling and storage of leaf tobacco begins in early August; then cotton, grain, vegetables, livestock, and other products in September and October.

Closely allied to the trucking industry is freight forwarding and furnishing services to water transportation companies such as dock operations, stevedoring, and operating waterfront terminals. Covered employment in this industry group fluctuates according to the schedule of loading and unloading at the waterfront. Normally operations move along slowly until enough volume is accumulated to make a load, or a ship comes in with a load. Fortunately the ups and downs are not simultaneous in all of the divisions of this particular industry group. Thus employment often shifts from one to the other with a balancing tendency, resulting in only two or three months out of the year with greatly lowered employment in the group of industry services allied to transportation. (Employment in 25 firms ranged from 875 to 1400 during 1952.)

Employment in passenger transportation has had varied trends depending upon the nature of the activity. For instance, there has been little change in the employment trend in *local* bus line transportation since 1946. The average number of covered workers in 31 reporting local bus establishments was 790 in 1946 and 793 in 1952. Covered employment in taxi transportation declined about 6 percent; and employment in highway bus passenger service dropped around 36 percent. These industries were at their peak in 1946 and 1947. Since then the employment trend has been downward. The growth of these phases of transportation, no doubt, has been stifled by the ever increasing use of privately owned automobiles. On the other hand, covered employment in air transportation has lunged forward since 1946. There are now six commercial airlines with 14 major airports serving North Carolina. One of these is a North Carolina corporation enjoying rapid expansion. Employment in its home offices contributes strongly to total employment in air transportation industries in the State.

An idea of the employment spread among various phases of transportation activities may be gained

from the table below which shows the percentage distribution of monthly average covered employment in 1952 and the range in each group.

Activity	Avg. Mo. Covered Employment in Transportation Ind. 1952		Employment Range 1952	
	Percent to Total	Number	High	Low
All Covered Transportation	100.0	20,176	21,109	19,173
Local Bus Lines	3.9	790	820	766
Trucking and Warehousing for Hire	69.7	14,056	15,022	13,077
Other Transportation Except Water*	20.5	4,144	4,353	4,062
Water Transportation	.4	82	105	60
Services Allied to Transportation N. E. C.	5.5	1,104	1,429	878

*Includes non-local bus lines, taxicabs, common carrier air lines, and pipe-line transportation (except natural gas).

As evidenced, transportation industries have made great progress since 1942, with phenomenal employment gains in the past four years (1949-1952)—recording an increase of nearly 35 percent. This is significant when compared with only a 16 percent increase in total covered employment in all industries, 14 percent in manufacturing, and 14 percent in trade in the State.

An employment increase such as that experienced by the transportation industry in North Carolina is understandable, because segments of the industry such as air-freight and passenger service, motor freight, and waterfront activities are still in their infancy. It is believed that these phases of the transportation industry really have just begun to scratch the surface. With enlarged landing fields, improved highways and seaport terminals, and continued industrial development in North Carolina, the transportation industry should continue to expand its employment in the State.

STATEWIDE

North Carolina has come into its share of the development of freight and passenger transportation services. The transportation industries have expanded their systems in the State to provide East-West and North-South transportation. These facilities have enabled North Carolina industries to compete in markets near and distant. The demand for truck service has promoted its rapid growth. It has been said that virtually all commodities, whether eaten, worn, or used in home or industry, sometime between the raw material state and the finished product, are moved and handled by motor truck services. The favorable highway and road system in North Carolina has given impetus to advancement of highway transportation, not only to the motor freight business, but also to passenger service. Likewise the development of seaports, with ample rail and highway connections, has provided increased facilities for export trade, especially tobacco. The North-South inland waterway along the Atlantic Coast has benefited large commercial users and many small craft owners as well.

Although still in an early developmental stage, commercial airlines within North Carolina have crossed the mountain barrier in the Western section of the State, thus connecting a convenient network of airlines within the state of North Carolina with the Ohio river valley. Today there are six scheduled air carriers offering convenient connections to North Carolinians to all sections of the nation.

Every county in North Carolina is now being served by some means of public transportation. Not all counties, however, have transportation establishments of sufficient size to be covered by the Employment Security Law. About one-third of the 100 counties in the State have no covered workers in the transportation industry, not even on a voluntary basis extended to establishments employing fewer than eight workers. On the other hand, nearly two-thirds of the 20,000 covered workers in transportation establishments are concentrated in ten counties. Examination of the occompanying table will further reveal that more than half of the covered workers in the industry are reported from only five counties; viz., Mecklenburg, Forsyth, Gaston, Guilford, and Wake counties.

COVERED WORKERS AND EARNINGS IN TEN COUNTIES HAVING HEAVIEST TRANSPORTATION EMPLOYMENT 1952

County	Covered Employment Monthly Avg. 1952	Earnings Year 1952
Mecklenburg	3,285	$ 11,087,553
Forsyth	2,923	10,936,773
Gaston	1,618	6,256,868
Guilford	1,480	4,538,615
Wake	1,089	3,279,409
New Hanover	727	1,945,737
Cabarrus	611	2,145,696
Buncombe	540	1,483,624
Wilson	455	1,207,068
Alamance	358	1,123,719
Total of Ten High Counties	13,059	$ 44,005,062
All Covered Transportation	20,176	65,826,246
% High Counties to All Covered Transportation	64.7%	66.8%
All Covered Industries	708,496	$1,911,675,821
% Covered Transportation to all Covered Ind.	2.8%	3.4%

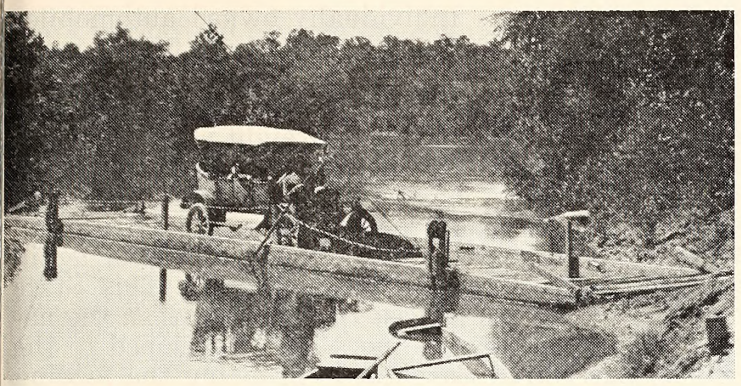
Earnings of the 20,000 covered transportation workers amounted to more than $65,826,000 in 1952 or 3.4 percent of earnings of covered workers in all industries in North Carolina.

Early Trails, Trading Paths; State Breaks Traffic Limits

Transportation, the movement of people and things between places, was for many years a deterrent to colonizing and developing the area now known as North Carolina. The sand banks along the coast, the marshy lands further in, numerous streams in the center and Piedmont areas and the mountains in the west all proved effective barriers in preventing normal traffic into and within this area. Most of the settlement of the State came from Virginia and South Carolina.

Early settlers in the northeastern or Albemarle area came from Virginia and settled along sounds and rivers with ready access to water transportation. These water courses were their main highways for about 50 years. Around 1700 settlers began pushing westward and others came from northern areas. Their only routes were trails, most of them established by Indians and little road work was done for many years.

Trading paths, mere trails, had been established, most of them in the Albemarle area. By 1733 only one trail went into the western section of the State, passing from Virginia by the Weldon area on Roanoke River through Hillsboro and on into the mountain country. Seven trails were marked on the maps of that day from Virginia into the Albemarle area. Four of these became short toward the Edenton area and another went to the Elizabeth City area.



Current propelled ferry over the Yadkin River in Davie County some 30-odd years ago. H. K. Witherspoon photo.

From the Edenton and Plymouth area one trail went westward to the Roanoke River in the Weldon area, on northwestward with the river to the Northampton County area. Another started from the Plymouth area and went southward toward the Washington area. Another one extended from the Pamlico River, also in the Plymouth area, to Washington and New Bern and on southward, one prong north of the Trent River area and the other south of the river. This trail extended on to Wilmington and into South Carolina.

Intercourse between small scattered communities was tedious and rare. When some form of government was established in a community the magistrate named overseers and required all males within certain ages, usually about 15 to 60, to spend so many days a year, usually six, in helping to improve community roads. Usually a man could send a substitute or a horse and plow to take his place. This method of improving highways, very inadequate, continued until people now living can remember making their contribution thus to road betterment. By 1790, the first census, North Carolina had a population of 392,000, fourth in size in the United States. Yet many of them seldom got outside their own communities.

Several post roads had been established in North Carolina by 1796, roads over which the United States mails were carried. Four principal roads came into this State from Virginia and two of them continued into South Carolina. One of these came from Suffolk to Edenton by way of Plymouth, Washington and New Bern to Wilmington. Another came into Northampton County to Tarboro. A third branching from this road above the Virginia line touched Warrenton, Louisburg, the Raleigh area, Fayetteville, Lumberton and to Cheraw, S. C. The fourth came from Martinsville to Salem. Numbers of other post roads branched off, crossed and wound around to various centers of population.

One from the Suffolk-Edenton road went westward by the Weldon area to Warrenton, Oxford, Hillsboro, the Greensboro area, Salem, Wilkesboro and to Morganton. From there the road headed backward to Lincolnton and then south to York, S. C., another branch going to Charlotte and into South Carolina. From Charlotte a road went northward to the Statesville area and to Salisbury, while another road went from Charlotte via Concord to Salisbury. From Salisbury two roads led to Fayetteville, one via Montgomery and Rockingham counties and the other apparently by Asheboro and the Sanford area, while another short line went from Salisbury to the Lexington area.

A post road led from the Hillsboro road north to the Roxboro area and westward to Yanceyville and Rockingham County to the Martnsville-Salem road. One road went from Plymouth to Windsor, while another went from Plymouth via Washington and from Halifax to Warrenton. A post road extended from Washington via Tarboro to Louisburg. Another road went from New Bern via Kinston, Smithfield, Raleigh area, Chapel Hill to Hillsboro. Two Wilmington roads led to Fayetteville, one via the Duplin County and Clinton area, the other via Elizabethtown on the south side of the Cape Fear River.

Internal improvements, particularly turnpikes, canals and other arteries, along with improved water transportation, were stressed for many years with only limited results. During the 1800-50 period many movements were made to build canals, waterways, turnpikes and to make other types of transportation improvements as is shown by the numerous charters granted by the general assembly. Only a few of these projects were ever completed. In the last 15 years of this period scores of railroads were chartered but only a few were built. Even so, in the 1837-61 period North Carolina forged ahead and led the nation in railroad building.

During the decade, 1850-60, charters were granted to 84 companies for building plank roads in the State, resulting in about 15 roads with total length of about 500 miles. Plank roads and railroads are treated more fully elsewhere.

Turnpikes continued as the principal arteries of travel for a number of years although they were not too satisfactory and the number was limited. One famous road was the Asheville Turnpike which came across South Carolina from Charleston. One of its important contributions was handling the movement of wealthy Charlestonians to the Henderson County area where many summer homes were established. This road later extended via Hot (Warm) Springs, through Tennessee and into Kentucky. Droves of hogs, cattle, sheep and other animals moved over this turnpike from Kentucky and Tennessee to the Charleston market.

Streams, especially larger rivers, offered obstacles to free movement of wagons, buggies, coaches. Fords were established when waters were not too deep. Hundreds of ferries were chartered and established throughout the State. Many of these ferry boats, carrying wagons, buggies and other vehicles, were propelled by the use of poles when streams were not too swift. Others were pulled across streams with heavy ropes attached to the ends and connected with windlasses on the bank. The more popular ferries utilized the force of the stream to propel the ferry boats across. This was accomplished by stretching heavy wires across the stream attached to trees or heavy posts. On these wires were two pulley frames with ropes connecting one to each end of the ferry boat. The front rope would be shortened and the rear rope lengthened so the front of the boat would be headed at an angle upstream. The force of the current against the side of the boat would push it across. In making the return trip the process would be reversed—the front ropes shortened and the rear rope lengthened. This process was slow but sure. Practically all of these ferries have disappeared—bridges

taking their places.

Before the turn of the century rural free delivery mail roads were established in North Carolina, as elsewhere. These roads, traveled daily, had to be improved to allow the mail to go by. Still there was no surfacing in the rural areas and most roads consisted of throwing earth to the center with ditches along the sides for drainage. Around this time the Macadam type of road made its appearance in this State. This provided a surface of rock with gravel filler. Mecklenburg County pioneered in this type of construction, building several roads toward nearby towns. Guilford County followed with several Macadam highways.

The automobile began to make its appearance in North Carolina around the turn of the century. As the number of automobiles increased so did the demand for highways over which to operate them. North Carolina still had the community road system with inadequate inter-community roads. But the desire for improved traffic conditions began to take form. A distinct impetus was given in 1916 by the provision for Federal Aid to strategic roads within the State. Several good road movements had been started and their activities continued.

The general assembly of 1921, as a result of a popular demand, authorized $50,000,000 in bonds for the allowed purpose of connecting every county seat and principal town in the State with dependable all-weather highways. In the years that followed North Carolina again took the lead in building highways resulting in the splendid system of today. This is described elsewhere in this issue.

The improved highways resulted in increased traffic and travel. Individually owned automobiles increased rapidly and public busses and trucks made their appearance.

Schedules were established and travel promoted. A natural step was handling freight. By 1920 one and two-ton trucks had begun operation, first with solid rubber tires. Later pneumatic tires were substituted and as roads were made more substantial truck sizes increased. And North Carolina again took the lead in truck transportation. This State now has two of the largest trucking firms in the nation. They and many others have developed to the extent that North Carolina is probably the leading trucking State in the nation. Details of truck and bus operations appear elsewhere in this issue.

Just 50 years ago the Wright brothers constructed and flew the first heavier-than-air plane from Kill Devil Hill in Dare County. In the 50-year period since that day, December 17, 1903, airplanes have developed into important and speedy methods of travel and traffic. Numbers of airplane routes serve North Carolina with many schedules daily. Moreover, this State has developed one of the important and growing airplane companies now serving the nation. This also is given in more detail elsewhere in this issue.

The people of North Carolina have thus overcome a very heavy handicap and have established remarkably safe, speedy and economical systems, supplementing the boats on the coast and in inland waterways, the railroads with their network of lines, the trucks and busses operating over the State's splendid highway systems and pipe lines which bring into the State petroleum products and natural gases. The transportation handicap has thus been surmounted.

Plank Roads Hailed as 'Farmer Railroads'; Lasted a Decade

Plank roads in the decade prior to the War Between the States were looked upon by many North Carolinians as the method of solving the State's serious transportation problem. Railroads had started in the State more than a decade earlier, but the high cost of construction and limited lines added impetus to building plank roads, known as the "farmer railroads". During the period from 1849 to 1860, the General Assembly granted 84 charters for plank roads, two in 1849 and one in 1860. But only a small percentage of these roads were finally constructed.

Approximately 500 miles of plank roads were built in this period at a cost of nearly $1,000,000. These included 13 stretches of road completed and four roads partially built. Fayetteville was the most plank road conscious, located at the end of navigation on Cape Fear River and with poor prospect of railroad connection. The people of that community built plank roads radiating in five different directions. The longest, the Fayetteville and Western road, went through Salem to Bethania, headed toward Mount Airy and the Virginia coal fields. This road, 120 miles long, was chartered on the same day as the North Carolina Railroad, but was being completed while the road was being started. Among the last records of plank road operation in the 1864 period, stretches of road were taken over for military purposes.

Most of the plank roads followed a general pattern with local subscriptions frequently supplemented by State aid. Toll houses, costing around $300, were erected on right-of-way sites each 10 or 12 miles and toll collectors were paid around $150 a year. Many travelers devised methods of free travel by constructing cutoffs around the toll houses. Most of the roads paid well in the earlier years, some of them declaring dividends up to 10 or 12 percent. Occasional repairs and rebuilding stretches of road were undertaken but many of the roads were allowed to wear out with little thought of repairs. Usually when roads were abandoned in the early 1860's, the General Assembly would provide that they be taken over by county commissioners and made free of tolls.

As noted, the Fayetteville and Western road was the most important built. More details are given below.

Two interstate roads were constructed, one from Yanceyville to the Virginia line to meet the road from Danville; the other from Rocky River, near Center, via Wadesboro to the South Carolina line where it joined the Cheraw road. Another interstate road, from Asheville to Greenville, S. C., was partially constructed and became a military road in 1864.

Other plank roads constructed in the State were as follows: The Greenville and Raleigh road, completed to Wilson in 1853 but not extended to Raleigh; the Wilmington and Topsail road, 20 miles, from Wilmington northeastward to near the New Hanover-Onslow County line; the Western Plank road

rom Charlotte to Lincolnton, completed in 1853; the Fayetteville and Southern road, 15½ miles, to Lumber Bridge, open to traffic in 1852, entering Fayetteville on two streets, Gillespie and Winslow; Fayetteville and Center road, from Fayetteville to the Pee Dee River (Yadkin), completed around 1853; Fayetteville and Northern road, intended to reach Raleigh, built about 10 miles to Kingbury and not extended to Raleigh; Charlotte and Taylorsville road, opened in 1853-54 to a point a little beyond Davidson, not completed; Salisbury to Statesville road, built eight or ten miles in 1852 and not completed; Clinton to Warsaw road, opened in 1862.

The Washington and Tarboro and the Haywood and Pittsboro roads, chartered in 1852, were built for only a few miles.—Data largely from article by Robert B. Starling in *North Carolina Historical Review*, Vol. XVI, No. 1 and 2.

FAYETTEVILLE & WESTERN

The Fayetteville & Western plank road, built between 1844 and 1854, extended to Bethania, a few miles west of Salem, to become what was regarded as the longest plank road in the world—129 miles long. This plank road became briefly a very important artery of transportation to the western part of the State. Its dominance and prosperity were short-lived.

A three-day public meeting began in Fayetteville April 11, 1849, for the purpose of providing transportation into the northwestern section of the State. The organization decided to build a plank road by way of Murchison's Factory (Manchester) to Deep River, Carthage, Asheboro and on into western North Carolina. Later the decision was reached to build the road to Salem, with Mount Airy as a future point. The hope was entertained to extend it on into Virginia and the coal fields. By legislative act the State was to subscribe to $120,000 of stock. Private subscriptions soon reached $80,000.

The first section was built largely by contract and slaves were frequently used by contract. Major Dougald MacDougald had the contract to build the road through the Cameron community and used his neighbors' slaves. Incidentally, an epidemic of typhoid fever struck and many slaves died, resulting in heavy financial loss. Duncan Murchison's crew of 15 laid 1,000 feet a day near Spout Springs in Harnett County. Starting at the Market House in Fayetteville in 1849, the plank road was finished to Little River early in 1850 and was put in operation in April of that year. Duncan Murchison built the next six miles and Col. Alexander Murchison built 22.5 miles to Carthage. Five steam sawmills were built by the company and operated day and night by the contractors in preparing timber for the road.

In the process the bed was prepared and graded with an elevated center and ditches were dug along the side for drainage. Four sills were laid, five or six by eight inches, hewed from small pines. Planks, eight feet long and three or four by eight inches wide, were laid at right angles to these sills. Oak sills were used as the road progressed. No nails were needed to hold the planks in place. Toll houses and gates were erected about 11 miles apart. The first one was about 1½ miles from Fayetteville. Charges were ½¢ a mile for rider and horse; 1¢ for horse and wagon; 2¢ for a two-horse team and 4¢ for a six-horse team. Joy riding was delightful and frequent over this mudless plank road.

A report in 1854 showed that 20,000 wagons passed over this plank road in a year. The trip from one end to the other took about two weeks and extra horses were carried along for spelling purposes and trading. Other stock was transported over the road. Products hauled included hay from Forsyth County; tobacco, apples and other farm products, such as cotton, cabbages and flour. Tobacco was transported in hogsheads with large hoops as runners and poles through the center to which gear was attached for hitching the horses. This, too, was "Tobacco Road". Stage coaches used this plank road for carrying passengers, packages and mail. Their approach was announced by tallyho buglers and was the occasion for the gathering of large crowds at the stopping points.

The plank road was finished to a point near Salem in January, 1852, and was extended seven miles beyond to Bethania and toward Mount Airy in 1854. In January, 1853, preparations were made for a branch road from a point near Cameron to Gulf and from Gulf a spur to Evans Mills, now Carbonton. At Gulf the road connected later with a separate plank road from Graham to Gulf. These lines were built with the expectation of hauling coal from the mines in the vicinity.

This plank road was prosperous and paid dividends during the two years 1854-55. Because of their success much more was expected as a result of its operation. Great public interest was aroused. New homes and business places were built along the line and property values increased extensively. In 1854 income amounted to $27,420 and in 1855 the amount was about $26,820. From that period revenues began to decline. Poor crop years and the panic of 1857 played havoc with the road. The North Carolina Railroad was completed about this time, offering quicker transportation and cheaper rates to communities in the western section. It was not necessary then to make the trips to Fayetteville for supplies. Receipts decreased gradually until they were exceeded by upkeep and repairs. The road began to lose money and repairs were not kept up. Approach of the War Between the States caused further loss of interest in this type of transportation. In 1862 the charter was amended to allow the counties through which the plank road passed to abandon any part or parts to public use, provided no tolls were charged.

The last act of the General Assembly relating to the Fayetteville-Salem plank road came in April, 1869, by which the county commisisoners of the counties of Forsyth, Davidson and Guilford were to take charge of the road in their respective counties, to appoint overseers and to keep it repaired for toll-free use. Only in isolated places today is there evidence that such a road ever operated.—Data from the Progress Edition of *"The Sanford Herald"*, Sanford, N. C., 1953.

N. C. Early Leader in Railroad Building; Many Short Lines

North Carolina did not wait long after the first 13 miles of railroad was built in the United States in 1828 to start the development of railroad transportation in the State. With a modest beginning in 1833 North Carolina carried out a road building program in the 25-year period from 1835 to 1860 which was not equaled anywhere in the country. Before the War Between the States started, North Carolina had built close to 700 miles of railroad line, of which 352 miles were included in the east-west line from Morehead City to a point near Morganton and 236 miles in the Wilmington and Weldon and Raleigh and Gaston Railroad. The longest railroad built up to 1840 was the Wilmington and Weldon Railroad, 161 miles with 48 miles of straight track, now part of the Atlantic Coast Line system.

North Carolina leaders were extremely sensitive in the early days of railroad building over the dominance of Virginia and South Carolina in trade and traffic and sought to construct east-west lines which would divert trade to North Carolina ports to be handled through the State and on into the west. It was particularly irritating that the first line of railroad came into the State from Virginia and that practically all railroads built in the early days were turned into feeders for both Virginia and South Carolina.

The first mile of railroad built in this State was constructed by the Petersburg Railroad Co. from Petersburg, Va., to Blakely, a point on the north bank of the Roanoke River, opposite Weldon, and near Garysburg. About seven miles of this line, built in 1831-33, were in this State. The Petersburg road was built to take into Virginia farm and forest products produced in the Roanoke River area and to divert this trade which would pass down the Roanoke River, much of it finding its way to Norfolk by water.

EXPERIMENTAL RAILROAD

North Carolina's first railroad, actually, was what has become known as the "Experimental Railroad", a 1¼ mile line from the State Capitol to what is known as the "Rock Quarry" on the edge of Raleigh, a line constructed in 1831-32 for the purpose of hauling stone to rebuild the burned Capitol. This road cost $2,700 to build. It had wooden rails covered with iron strips one-sixth of an inch thick. Horses were used to draw the cars.

This road was not supposed to make profits, but it did. In the first nine months, a 10% dividend was earned and in the next six months the road earned 25%. In addition to hauling stone, the road was used to haul outing parties on Sundays and holidays. It developed into a social attraction. At the time, this was the only railroad in North Carolina.

The Petersburg Railroad gave the proper impetus to road building in North Carolina. The Wilmington and Raleigh Railroad, chartered in 1833, was built in sections from Wilmington. As construction progressed, Raleigh people were not sufficiently interested to subscribe to stock to complete the road to the Capital City and from Faison the line swerved to a more northerly course and continued to Weldon where a ferry connection was made in 1840 with the Petersburg Railroad and also with the Seaboard and Roanoke Railroad from Portsmouth to the northern bank of the Roanoke River.

In 1835, two years after the Wilmington and Raleigh Railroad, later the Wilmington and Weldon Railroad, had been chartered, a charter was secured for the Raleigh and Gaston Railroad. In 1844 this line was opened to Gaston and eight years later the line was extended a few miles from Gaston to Weldon where it connected with the other three railroads already built to Weldon. By 1843 a bridge had been constructed across the Roanoke River to Weldon which was used jointly by the Petersburg Railroad and the Seaboard and Roanoke Railroad to Portsmouth. Thus, Weldon became the first and for a number of years the most important railroad center in North Carolina.

Meanwhile the sentiment for east-west transportation continued and movements were started to build a railroad from Beaufort Harbor across the State and to extend into Tennessee. The North Carolina Railroad was chartered in 1849 and by 1856 the road had been completed from Goldsboro via Selma, Raleigh, Durham, Hillsboro, Burlington, Greensboro, High Point, Lexington, Salisbury, Kannapolis and Concord to Charlotte, a distance of 223 miles, three-fourths of which was owned by the State. The Atlantic and North Carolina Railroad, chartered in 1852, was completed and opened in 1858 from Morehead City through New Bern and Kinston to Goldsboro. Also in 1852, the Western North Carolina Railroad was chartered to extend from Salisbury westward to the Tennessee line at Paint Rock and to Murphy. This line was completed to within 13 miles of Morganton by 1861 when the war halted activities. During the war about 10 miles more were constructed.

The Carolina Central Railroad, succeeding the Wilmington, Charlotte and Rutherford Railroad, chartered in 1855, started construction westward from two points along this line from Navassa, near Wilmington. The construction was completed for 112 miles to Rockingham and from Charlotte 31 miles were completed to Lincolnton early in 1861.

The Chatham Railroad constructed a line about 30 miles long from Raleigh to Haw River, near Moncure, into the Chatham-Moore coal field area.

Before the war several other short stretches of road were constructed. This included the Atlantic, Tennessee and Ohio Railroad, chartered in 1855, which completed a line from Charlotte to Statesville in 1860. During the War the rails used on this line were taken up and used in 1863 in building the Piedmont Railroad from Greensboro to Danville as a war measure.

The Wilmington and Manchester Railroad, chartered in 1847, had built only about 15 miles of road near Wilmington by 1851 and probably did not extend the line into South Carolina until after the war. The Charlotte and South Carolina Railroad, chartered in 1846, opened a line into South Carolina in 1852, 11 miles of which were in North Carolina. Apparently, too, the Kings Mountain Railroad, chartered in 1849, had built a line from Chester to Kings Mountain, completed in 1852.

The Cape Fear, Yadkin and Pee Dee Railroad, chartered in 1833, broke ground for building this road but work was abandoned. The Western Railroad Co., chartered in 1852, built a 43 mile stretch of road from Fayetteville to Egypt in 1860. This later became a section of the Cape Fear and Yadkin Valley Railroad, built after the war from Wilmington to Mount Airy.

As noted, the Piedmont Railroad, chartered in 1862, was built in 1862-63 from Greensboro via Reidsville to Danville, Va. Otherwise, the war halted railroad building and it was several years before construction was started again.

During the war the railroads already constructed were allowed to deteriorate for lack of attention and numbers of bridges, stations, warehouses and other properties were destroyed by the armed forces. Very little improvement and new railroad building was done during the decade following the close of the war. The State's economy continued at a low ebb and money was not available for improving and extending the railroad system. Finally construction was resumed gradually and the 25-year period, 1875 to 1900, proved to be a heavy railroad construction era.

The North-Western North Carolina Railroad, chartered in 1868, completed a line from near Greensboro on the North Carolina Railroad to Salem in 1873 and reached North Wilkesboro in 1890. The Yadkin Railroad, chartered in 1871, was completed in 1891 from Salisbury to Norwood with a branch extending later from Hall's Ferry Junction to Whitney and later on to Badin. The State University Railroad, chartered in 1873, was built from University Station to Chapel Hill (Carrboro), 10 miles, in 1881.

The Cape Fear and Yadkin Valley Railroad, 248 miles long from Wilmington to Mount Airy with about 90 miles of branch roads included the 43 miles from Fayetteville to Egypt, built before the war. In 1879 the road was extended for four miles from Egypt to Gulf. By 1884 it had reached Greensboro, and by 1888 it had been built to Mount Airy and graded for m further with a plan to connect with the Norfolk and Western Railroad. A branch was extended from Factory Junction to Millsboro and another to Madison. Also in 1884 a line was built from Fayetteville to Maxton, about 40 miles. Then in 1890 the road was built between Fayetteville and Wilmington, 82 miles. The Cheraw and Salisbury Railroad, chartered in 1857, opened a line from Cheraw to Wadesboro, 15 miles in North Carolina, in 1880.

The Western North Carolina Railroad which had reached a point near Morganton before the war met many difficulties. It had reached Old Fort in 1869, Swannanoa in 1879 and Asheville in 1880. In that year this line, starting in Salisbury, was sold to W. J. Best and associates and soon taken over by the Richmond and Danville Railroad (Southern) which assumed the indebtedness and agreed to complete the lines accordingly. The road from Asheville to Paint Rock on the Tennessee line, 185 miles from Salisbury, was completed in 1882. In 1891 the line was completed from Murphy Junction near Asheville to Murphy, a distance of 124 miles.

The Chatham Railroad, with a line from Raleigh to Moncure, became the Raleigh and Augusta Air Line in 1871 and by 1877 the line had been extended to Gibson, total length 107.27 miles. The Pittsboro Railroad in 1886 built a 12-mile connecting line from Moncure to Pittsboro.

The Charlotte, Columbia and Augusta Railroad took over the Charlotte and South Carolina Railroad which had built a line into Charlotte in 1852. This road leased the lines built by the Chester and Lenoir Railroad and the Atlantic, Tennessee and Ohio Railroad. The Chester and Lenoir Railroad, chartered in 1873, a narrow gauge road, consolidated with the Kings Mountain Railroad and built an extension of the Kings Mountain Railroad to Lincolnton, 63 miles, in 1880. In 1884, the Chester and Lenoir Railroad opened up a line from Chester to Newton and from Hickory to Warrior, a few miles northwest of Lenoir. From Newton to Hickory this narrow gauge road used the Western North Carolina Railroad's standard gauge road for this 10 mile link. On the track in this link a third rail was laid to accommodate the narrower Chester and Lenoir equipment. This 62 miles of road (with the 10 mile link) became a subsidiary of the Southern Railway.

The Atlantic, Tennessee and Ohio Railroad completed in 1860 from Charlotte to Statesville, 45 miles, whose rails were removed in 1863 for use on the Piedmont Railroad, was relaid in 1871. The lease to the Charlotte, Columbia and Augusta Railroad was assigned to the Richmond and Danville Railroad (Southern).

The Asheville and Spartanburg Railroad, formerly the Greenville and French Broad Railroad, combined with a South Carolina railroad in 1874 and in 1879 opened the road from Spartanburg to Hendersonville. This line was completed to Asheville in 1886 by the Richmond and Danville Railroad (Southern).

Carolina Central Railroad, chartered in 1873, which had taken over the Wilmington, Charlotte and Rutherford Railroad, completed the line built from Meare's Bluff, near Wilmington, via Lumberton, Maxton, Laurinburg, Hamlet and Rockingham, extending it via Wadesboro and Monroe to Charlotte and extended the road already built from Charlotte to Lincolnton via Shelby and Bostic to Rutherfordton. This road also became half owner of the Wilmington Railroad Bridge Co. which constructed 2.4 miles of line, largely on bridges, to connect Meare's Bluff with Wilmington. This line, 265 miles long, later became a part of the Seaboard.

The Norfolk Southern Railway Co., started as the Elizabeth City and Norfolk Railroad, chartered in 1870, built the line from Norfolk to Elizabeth City and on to Edenton in 1881. It became the Norfolk and Southern in 1883 and was reorganized in 1891 under its present name and consolidated with the Albemarle and Pantego Railroad from Mackie's Ferry to Pantego (Belhaven). This road expanded to 641 miles to become one

f the "Big Four" in North Carolina.

The Roanoke and Southern Railroad, organized by Winston-Salem and Martinsville and Roanoke, Va., leaders, chartered n 1887, built the line from Martinsville through Mayodan, Madison and Walnut Cove to Winston-Salem, completed and pened in 1881. This line, 60 miles long, 46 miles in North Carolina, became part of the Norfolk and Western.

The Lynchburg and Durham Railroad, chartered in 1887 and romoted largely by Durham tobacco interests, 43 miles in North Carolina. Later the road, 29 miles long, was built from zen Creek Junction in the edge of Virginia to West Jefferson. hese three lines are owned or leased and operated by the Norfolk and Western Railway.

The High Point, Randleman, Asheboro and Southern Raiload, chartered in 1887, 27 miles, built this road and opened t in 1889. It is operated by the Southern.

Among the other lines constructed during the period prior o 1900 are the following:

Aberdeen and Rockfish, the "Blue Road", started at Aberleen in 1892 as a lumber road, extended finally to Fayetteville.

Aberdeen and West End Railroad, the "Page Road", was pened in 1890 from Aberdeen to West End, later extended to Candor, Star, Biscoe and Asheboro. Norfolk Southern.

Atlantic and Danville Railroad, 26½ miles, in Person, Caswell and Granville counties, along the North Carolina-Virginia ine. Part of Southern.

Carthage Railroad, built in 1888, from Carthage to Cameron, perated by W. C. Petty, later hotel operator. Seaboard.

Danville and Western Railroad, opened in 1882 from Casade Junction, Va., to Leaksville, eight miles in North Carolina.

Durham and Northern, 42 miles, opened in 1889 from Durham to Henderson. Seaboard.

East Tennessee and Western North Carolina Railroad, built rom Johnson City, Tennessee, to Cranberry, three miles in North Carolina, in 1891. Extended to Boone later. Abandoned.

Georgia, Carolina and Northern Railway, 15 miles in North Carolina, Monroe to Lawrenceville, Ga. Seaboard.

Palmetto Railroad, opened in 1887, Cheraw to Hamlet, seven miles in North Carolina. Seaboard.

Statesville and Western Railroad, chartered and opened in 1887, Statesville to Taylorsville, 20 miles, now Alexander Railroad.

Warrenton Railroad, three miles, Warrenton to Warren Plains, organized 1876.

Wilmington, Chadbourn and Conway, organized 1883, 28 miles in North Carolina, operating to Hub, N. C., and Conway, S. C. ACL.

Wilmington, Onslow and East Carolina, chartered in 1885, Wilmington to Jacksonville and extended to New Bern, 76 miles. ACL.

Wilmington Sea Coast, organized and completed 1888, Wilmington to Ocean.

Jamesville and Washington Railroad Co., chartered in 1869, opened 1877, Jamesville to Washington, 22.57 miles.

Although more miles of railroad line have been abandoned than have been built since 1900, several important lines have been constructed.

Probably the longest and one of the most important of these was the Charleston, Cincinnati and Chicago Railroad, operated as the Clinchfield Railroad by the ACL. This road passes through the State from Charleston, S. C., via Forest City, Marion, Little Switzerland, Spruce Pine and Kona to Erwin, Tennessee, with 64½ miles in North Carolina, completed in 1910.

Graham County Railroad Co., Robbinsville, organized in 1924, built railroad from Topton to Robbinsville.

Beaufort and Morehead Railway Co., Beaufort, organized in 1935 to take over 3.17 miles of road between Beaufort and Morehead City, built by Norfolk Southern Railway.

Piedmont and Northern Railway, Charlotte, opened in 1912 between Charlotte and Gastonia.

Durham and Southern Railway, organized in 1904, extended a former road giving line from Durham to Dunn and Erwin.

Tallulah Falls Railway Co., Cornelia, Ga., then owned by Southern Railway, extended line from Georgia to Franklin in 1907, 16 miles in North Carolina.

Cliffside Railroad Co., Cliffside, built road from Cliffside to the Seaboard, three miles, in 1905 and a branch to Avondale, .7 miles, in 1916.

The Norfolk Southern built several links, among them in 1911-12, Varina to Colon, 23 miles, and Mount Gilead to Charlotte, 51 miles.

The Winston-Salem Southbound, 95 miles, from Winston-Salem to Wadesboro, was built in 1911, owned jointly by ACL and Norfolk and Western.

The High Point, Thomasville and Denton Railroad is another important local line. The company was organized in 1923 to take over and operate an old line and has been successfully operated.

The Virginia and Carolina Southern, Lumberton to Hope Mills, organized in 1903 is owned by the ACL.

The Rockingham Railroad, Rockingham to Gibson, was completed in 1911 and is owned by the ACL.

Laurinburg and Southern, organized in 1909 the "McNair Road", operates from Raeford to Johns, via Wagram and Laurinburg.

Cape Fear Railways, organized in 1926, operates lines connecting with other roads from the Fort Bragg Reservation.

Several other short lines have been built in the last 50 years but some of them have also been abandoned.

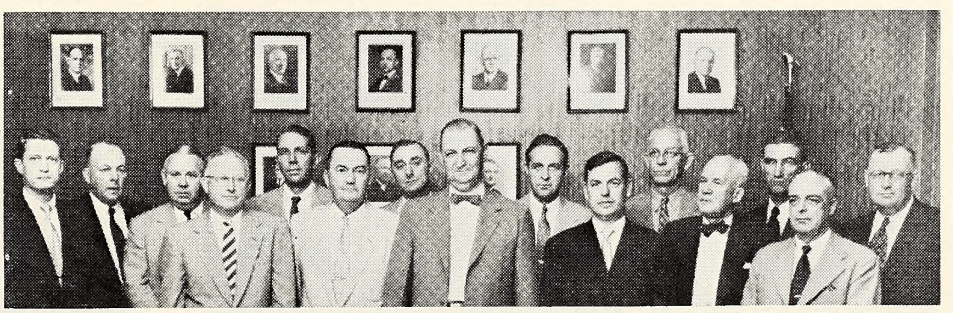
State Develops Modern 67,000 Mile Toll-Free Road System

By MARGARET BURK, *Public Relations, N. C. State Highway and Public Works Commission*

From a meagre beginning, North Carolina has built, or become custodian of a 67,000 - mile toll - free road system, stretching from the mountains to the sea.

As recently as 35 years ago, North Carolina was still "languishing in mud and despair"; her roads were alternately dust and mud beds. The story of Tar Heel roads shows the workings of many hands and the reality of many dreams.

In the late 19th century, the road system comprised a few earth and plank roads, as well as part-earth and part-topsoil roads. The establishing of Rural Free Mail Delivery by the Federal Government at the turn of the century gave impetus to a Good Roads Association in North Carolina. In 1901, national promoters took a Good Roads Train on a tour of the nation; it made stops in Winston, Asheville and Raleigh, building strips of road and propagandizing as it made its journey.



—Photos supplied by N. C. Highway Dept. and State News Bureau.

N. C. Highway Commission members. Front row, left to right, J. F. Snipes, Marion; Harry Buchanan, Hendersonville; Chairman A. H. Graham, Hillsboro; H. Maynard Hicks, Snow Hill; M. E. Robinson, Goldsboro; J. Emmett Winslow, Hertford. Second row, l. to r., James A. Gray, Winston-Salem; James A. Hardison, Wadesboro; Forrest Lockey, Aberdeen; John (Jack) Van Lindley, Greensboro; Ralph W. Winkler, Boone; June F. Scarborough, Statesville; C. A. Hasty, Maxton; Dennie A. Sorrell, Durham; C. Heide Trask, Wilmington.

By 1915, the counties participated in roadbuilding to a limited degree. That year, the General Assem-

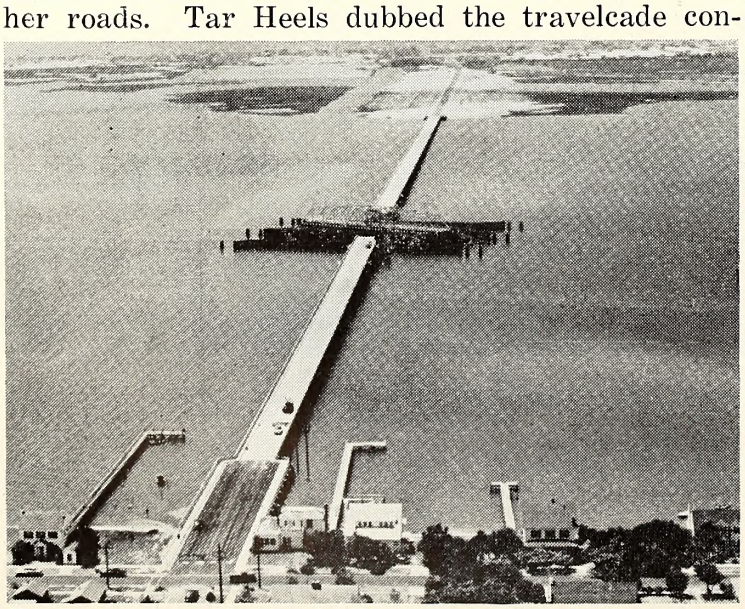
bly authorized an appropriation of $10,000 and the appointment of a six-member State Highway Commission. Most of the appropriation went for educational and promotional activities.

In 1917, the General Assembly gave the Commission the proceeds from motor vehicle registrations. Meanwhile, Congress passed the first Federal Aid highway law. Two years later, the General Assembly enacted the State's first highway act. It created a Highway Commission composed of a fulltime chairman and three commissioners and provided that all motor vehicle registration fees collected in the State be used for the construction and maintenance of roads.

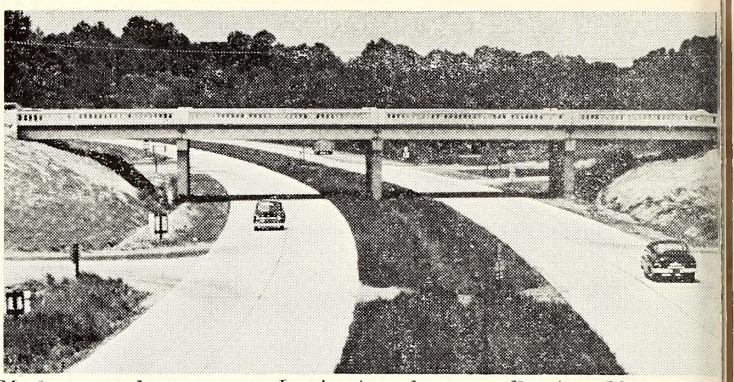
Passage of the Doughton-Connor-Bowie Act in 1921 created a nine-member Highway Commission headed by a full-time chairman and served by a full-time state highway engineer to supervise all road-building work by the State. It gave the new Commission direct jurisdiction over 5,500 miles of roads and provided for a serial bond issue of $50,000,000, the proceeds to be applied to road construction. The Legislature also levied a tax of one cent per gallon on gasoline and gave the Commission broad powers of determining which roads should comprise the highway system. It also instructed the Commission to build a system of roads connecting all the county seats and principal towns in the State. Roadbuilding was stimulated; the new Commission employed more than 3,000 men and bought one million dollars worth of equipment.

The 1923 Legislature voted to float an additional bond issue of $15,000,000 and upped the gas tax from one to three cents a gallon. In 1925, the General Assembly floated a third serial bond issue of $20,000,000 and added another cent to the gas tax. In 1927, it issued $30,000,000 more bonds, raising the total outstanding to $115,000,000.

By the end of the Twenties, under the inspired and courageous leadership of Highway Chairman Frank Page, the new construction had spread across primary arteries of traffic so swiftly (using bond and gas tax money) that North Carolina's roads became nationally known. Governors of five states plus 200 highway engineers and administrative officials from 55 nations toured North Carolina to see her roads. Tar Heels dubbed the travelcade conducted for the visitors, "Frank Page's Traveling Road Show."



Handsome new Morehead City-Atlantic Beach bridge over Bogue Sound and Intracoastal Waterway, opened last September, cost $1,500,000.



Modern underpass on Lexington bypass, Routes 29 and 7(

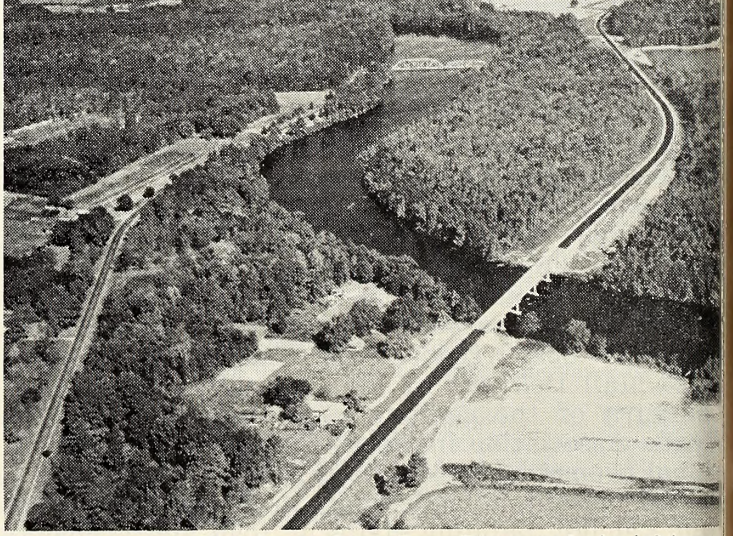
After 1927, the State reverted to a "pay-as-you-go" policy for highway financing. No more bond issues were passed until Tar Heel voters in 1949 in a special election approved a $200,000,000 secondary road bond issue designed to help hard-surface 12,000 miles and improve by stabilization another 35,000 miles of rural roads.

The 1929 Legislature raised the gas tax from four to five cents per gallon and set aside the extra revenue from the additional one cent tax as a county road fund.

During the depression crisis, the State stepped out ahead of the nation by placing the entire county road system—45,000 miles—under the exclusive jurisdiction of the Highway Commission. Financial inability of the counties to fulfill road obligations and general sentiment favoring more centralized control of county roadbuilding influenced the change. In 1931, the Legislature authorized the use of county prisoners on the road system and raised the gasoline tax from five to six cents. The fifth cent tax which had been allocated to county government reverted to the Highway Commission.

In 1933, the Legislature placed the State Prison System under control of the Highway Commission and gave it authority to use the labor of the prisoners on the roads. Thus, North Carolina became one of the very few states in which the prison system is directly linked with the road system.

Economic conditions limited activities of the Commission from 1931 to 1935. During the years 1934-1937, the Legislature diverted $4,000,000 from the Highway Fund to the General Fund to help the state



New bridge over Northeast Cape Fear River and straightened highway, Routes 421 and 117 to Wilmington.

through an economic crisis. In 1947, the Legislature banned any further diversions of that nature.

The decade from 1931 through the beginning of World War II saw the State's highway system steadily expanding as increased use of roads brought more gasoline tax income. The war years slowed highway construction to a virtual standstill with shortages of manpower and steel for bridges. Highway maintenance was meager, weather took no holiday, and truck weights were increased.

An ambitious farm-to-market road program was launched just after the war ended. With the guidance of Highway Chairman Sandy Graham and the late Vance Baise, then chief engineer, more than 5,000 miles of secondary roads were paved from 1945 to 1949. Although highway revenue continued to rise as motor vehicle use increased, costs of roadbuilding soared even higher.

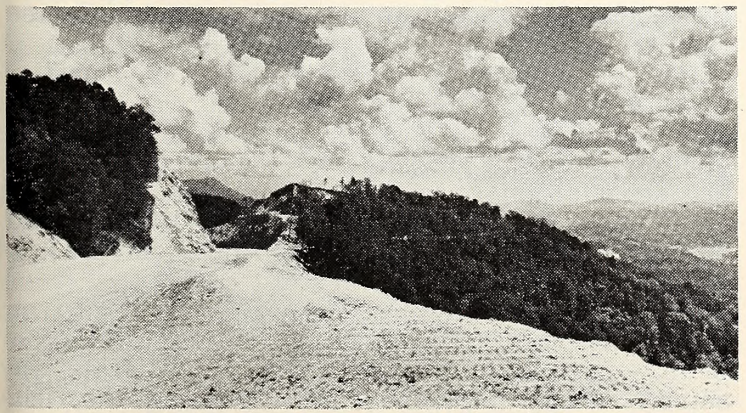
The 1949 General Assembly passed a bill authorizing the $200,000,000 secondary road bond issue if the people approved, and also raised the State's six-cent gas tax to seven cents in January, 1950, and directed that proceeds from the extra cent pay interest on the money borrowed.

By approving the secondary road bond issue, Tar Heel voters charged Dr. Henry Jordan as Highway Chairman and W. H. Rogers, Jr., as chief engineer with a vast responsibility. Under their direction the State Highway Commission from January 1, 1949, to June 30, 1953, had hardsurfaced 14,550 miles of secondary roads and stabilized another 19,600 miles of roads for all-weather use. Of the $200,000,000, only $1,777,787 now remains for allocation to rural road projects.

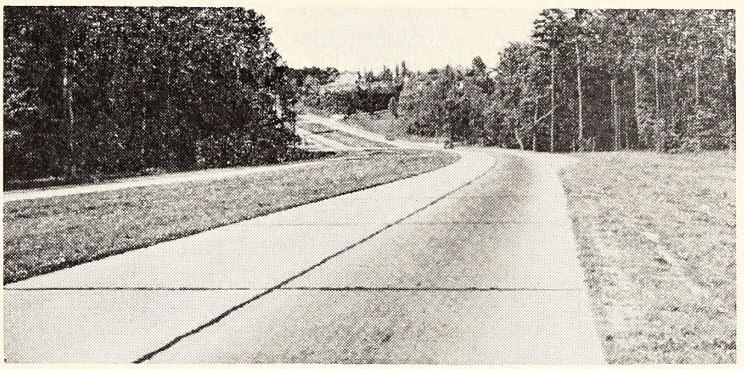
With the conclusion of the current secondary road bond program, North Carolina will have issued some $316,000,000 in highway construction bonds over a 35 year period and spent untold millions in current revenue on roads.

During the 1953 session, the Legislature empowered the Governor to appoint a five-member study group to decide if and how the organization of the State Highway Commission should be revised. As a result, the committee and the Governor recommended that the State's 100 counties be regrouped from ten geographic divisions into fourteen divisions. Since the middle thirties, the State had been divided into ten highway divisions.

When Governor Umstead created the 14-member State Highway Commission in May, 1953, he appointed A. H. (Sandy) Graham, chairman. The Governor appointed a prominent group of businessmen



Grading on the new four-lane super highway between Old Fort and Ridgecrest. Relocation of 6.15 miles on U. S. 70 will cost about $3,225,000.



Modern Double-lane highway on Route 64 east of Raleigh.

to serve as Highway Commissioners for the next four years.

W. H. Rogers, Jr., is State Highway Engineer, a post he has held since 1949. Many of the State's top engineers—department heads and division engineers—have more than 25 years experience in roadbuilding and are therefore well qualified to direct their phase of highway activity.

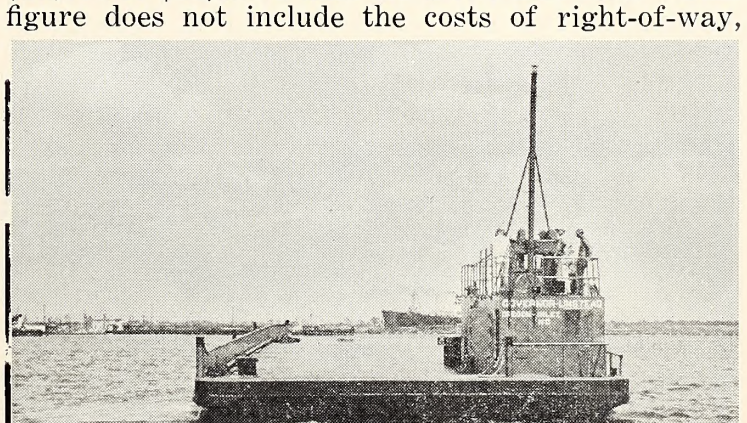
Graham returns to his highway post after the busiest four years in rural roadbuilding in the State's history. He and his Commission have the task of keeping these lately improved secondary roads in good condition, maintaining all other portions of the State's 67,000-mile systems, and at the same time, vigorously pushing ahead the expanded primary highway improvement program.

A recent survey showed that over $365,000,000 was needed to modernize the State's rural primary highways and make them adequate for present traffic needs. There has been a phenomenal increase in total traffic volumes and weights that call for wider highways and thicker pavements.

However, during the last decade the State has built by-passes for through car and truck traffic around West Asheville, Lexington, Thomasville, the north side of Durham, Siler City, Hickory, Wendell, Plymouth, Shelby, Pembroke, Waynesville, Concord, Asheboro, Chapel Hill, Henderson, Fayetteville, Wilson, Weldon, Clinton, Burgaw, Goldsboro and Lenoir.

By-passes are now under construction on US 29 and 70 around High Point, Greensboro, Burlington, Graham and Mebane; on US 64 around Statesville and Asheboro; on US 74 and 601 around Monroe; and on US 15 and NC 158 around Oxford. Recently the relocation of US 1 by-passing Wake Forest, Franklinton and Youngsville was completed.

The cost of primary highways now ranges from $35,000 to $60,000 a mile for a two-lane road. This figure does not include the costs of right-of-way,



"The Governor Umstead", a converted Navy landing craft, now a 22-car ferryboat, operating around Oregon Inlet.

grading, bridges or any items other than paving. The cost of paving varies according to types, terrain, and other factors. In mountainous areas, roadbuilding is necessarily slower and costlier while long bridges and swamps add to the cost of coastal roadbuilding.

Of necessity, major improvements on the primary system must be made in short sections for three reasons: traffic need, availability of funds, and avoidance of serious traffic disruption.

Spurred on by a road-conscious Governor and an experienced chairman, the State Highway Commission is striving to modernize its primary highway system. Much more planning and effort must yet be made to bring today's highways—many that were built in the Twenties for lighter and slower-moving vehicles—up to the standards required. As funds become available, the Commission plans to rebuild more miles of the State's overburdened, and in many cases, outmoded primary routes.

Intracoastal Waterway Pleasure Craft, Freight Boat Artery

North Carolina contains within her eastern borders 308 miles of the Atlantic Intracoastal Waterway, an important sea level artery of water traffic extending from a point 23 miles northeast of Boston, a few miles inland from the ocean along the Atlantic Coast, to the beginning of the Florida Peninsula and thence southward to Key West, Florida.

A connection link across Florida beginning with the St. Johns River and reaching to Brownsville, Texas, was authorized by Congress in 1942. Both routes are portions of some 28,000 miles of navigable inland waterways in the Continental United States.

The Atlantic Intracoastal Waterway, formerly known as the Inland Waterway, has become a valuable channel of trade, especially vital during the war periods while submarines infested the water along the Seaboard. In addition to carrying a large and increasing amount of freight traffic it is also ideal for the thousands of small pleasure craft which use its facilities each year. Its channel has been developed by the U. S. Army's Corps of Engineers over a long period of years and is available without toll charges for commerce and pleasure to any individual or firm in the U. S. desiring to make use of its advantages.

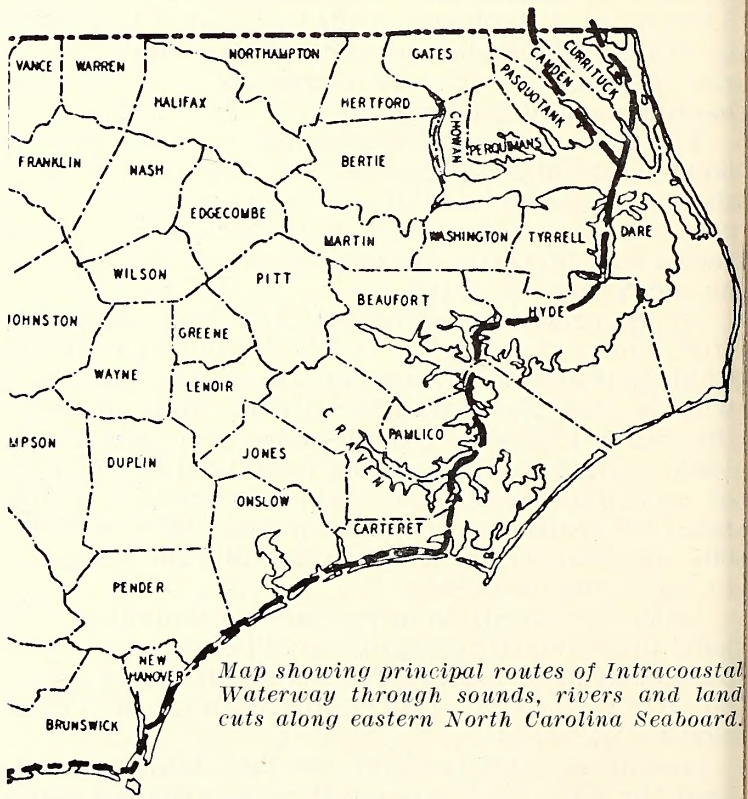
Sections of the inland waterway have been developed almost since the beginning of the republic and the entire project, as such, is still not complete. It is recalled that George Washington made a survey for a Dismal Swamp canal in Virginia in 1755. Opened in 1820, this canal branches off southeastward from the Elizabeth River through Deep Creek to the Dismal Swamp Canal then into the Pasquotank River by Elizabeth City into Albemarle Sound. The two routes intersect at a point 70 miles south of Norfolk and just west of the highway bridge across Currituck Sound.

The first work done by the Federal Government



—All photos by Corps of Engineers, U. S. Army

Pleasure craft and charter boats anchored on the Intracoastal Waterway at Morehead City.



Map showing principal routes of Intracoastal Waterway through sounds, rivers and land cuts along eastern North Carolina Seaboard.

was in 1828 and in 1837 a survey was authorized between the southern end of the Dismal Swamp canal in North Carolina and Winyah Bay in South Carolina. The Albemarle and Chesapeake Canal, connecting those sounds from the vicinity of Norfolk southward, cutting through Elizabeth River, Deep Creek, the Virginia Cut and into Currituck Sound and through North River to Albemarle Sound, was begun in 1856 as a private enterprise.

Then in 1873 the Federal Government began a consistent movement toward a comprehensive and connected waterway. In the years which followed, the Federal Government began the adoption of waterway improvement projects which continue through the years. Many of these were at first local and not related. Records show that in the decade 1880-89 a dozen projects were adopted. In later decades additional projects were adopted as follows: 13 in 1890-99; 7 in 1900-09; 16 in 1910-19; 6 in 1920-29; 23 in 1930-39; 31 in 1940-49. Additional projects have been approved since this last report.

Although inland waterways were developed from the Boston vicinity through to New York and other points south, the Atlantic Intracoastal Waterway actually starts at Trenton, N. J., running the Delaware River to Philadelphia, Wilmington and Salem, crosses by canal at Chesapeake Bay, runs through

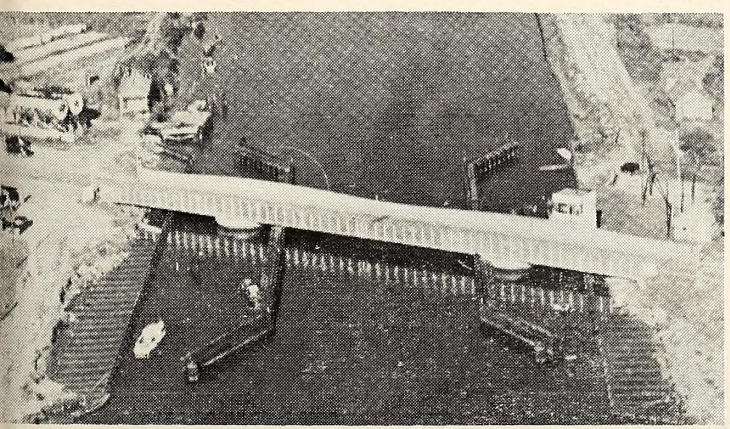
his bay to Hampton Roads; then as stated by way of Norfolk into Currituck and later Albemarle Sound.

This is the principal route, but the old Dismal Swamp Canal route may also be used from Norfolk into the Pasquotank River by way of Elizabeth City, and thence into Albemarle Sound. Continuing in North Carolina it enters Alligator River, then through the Alligator-Pungo Canal, 22 miles long, into Pungo River, across Pamlico River and by way of natural streams and land cuts to Beaufort Harbor. From there it goes by sounds, marshes and cuts through Bogue Sound, Topsail Sound, by way of Wrightsville and through a land cut, 13 miles below Wilmington, into the Cape Fear River. A branch angles off to Wilmington while the main channel continues to Southport and westwardly to Little River at the South Carolina line, ending as stated at Key West, Florida.

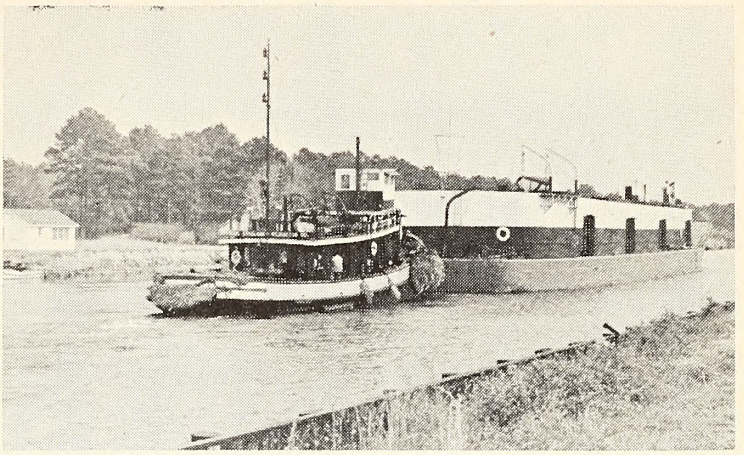
From the Intracoastal Waterway in North Carolina several branches and water connections are available and maintained to various points along the Seaboard. Points connected by waterway include Edenton, Plymouth, Elizabeth City, Winton, Murfreesboro, Windsor, Hamilton, Columbia, Washington and on to a point near Greenville; New Bern, Oriental, Jacksonville, Swansboro and from Wilmington to Fayetteville, up the Cape Fear River in which three locks are used. Numbers of other points also have access to the Intracoastal Waterway.

The Intracoastal Waterway has been constructed and is maintained by the Corps of Engineers. The total cost of new construction in North Carolina, as shown in a recent report, is $9,401,800 and the estimated annual maintenance is some less than $400,000 a year. Width of the canal is 90 feet in land cuts and up to 300 feet in open water. A twelve-foot channel is maintained normally but only a ten-foot depth has been maintained, because of economy reasons, since the Korean war began.

Reports indicate that probably more than 50 miles of the channel in North Carolina has been cut through land. Principal among these are the cut between the Virginia line and the North River Bar, six miles; Alligator-Pungo land cut, 22.5 miles; Goose Creek-Bay River land cut, 3.8 miles, and Adams Creek-Core Creek land cut, 6.3 miles; Core Creek land cut, 2.2 miles. Several short land cuts are not listed. In addition, the Corps of Engineers must dredge many miles in sound, rivers and marshes to provide controlling depth. In other places dams



Air view of bridge over Intracoastal Waterway at Coinjock, Currituck County. Bulkheads anchored to shore to protect structure.



Tug pushing barge over Intracoastal Waterway near Coinjock. Wheel house jutting upward allows pilot to see above deck of barge.

are built to retain water at the required level. Some parts of the waterway in North Carolina are affected by lunar tides which cause a variation in depth as high as 6 to 7 feet in some portions passing through open water.

Historically, the portion of the waterway between the Virginia line and Beaufort was commenced in August, 1923, and completed in February, 1930; the channel between Beaufort and the Cape Fear River was commenced in March, 1927, and completed in December, 1932; an eight by 75-foot channel from Cape Fear to Little River, S. C., was dredged between 1932 and 1939 and enlarged to 12 feet by 90 feet between 1939 and 1940. Feeder channels were provided during this period to several points near the waterway. As provided, under local cooperation, North Carolina was required to acquire right-of-way, including land for the land cuts, and turn it over to the Federal Government without cost. The lone exception was Snow's cut between Wilmington and Carolina Beach. Land for this cut was acquired by the State and deeded to the Federal Government. Other conditions, such as building and operating draw bridges of the waterway after it was established, must be met.

Fourteen bridges cross the waterway in North Carolina. Five of these were in operation before the waterway was established, all of them north of Beaufort. The Federal Government built and maintains five of the bridges, including the bridges at Coinjock; Fairfield; the Wilkerson Creek Bridge near Belhaven; the Hobucken Bridge and Core Creek Bridges north of Beaufort. The Beaufort and Morehead City Railway Co., owns, operates and maintains the railroad bridge on its line. Bridges built since the waterway was established and operated by North Carolina are the Morehead City Bridge, the Atlantic Beach Bridge, the Sears Landing Bridge near Holly Ridge, the Wrightsville Beach Bridge, the Carolina Beach Bridge (built by the Federal Government and given to the State), the Long Beach Bridge near Southport and the Holden Beach Bridge, the latter now being constructed. Another bridge, the Hurst Beach Bridge, now under construction, is owned and operated by the Marine Corps for Camp Lejeune.

Freight and passenger traffic over the waterway have shown large and consistent increases in recent years. The average annual commerce handled over the North Carolina section, designated the Wilmington District, was 1,201,080 short tons. Partially

broken down this commerce amounted to 873,063 tons in 1947; 1,073,718 tons in 1948, and 1,325,029 tons in 1949. The 1951 figures show commerce of 1,478,500 tons, the last figures readily available. Figures for 1952 and 1953 are expected to show continued increases. Passenger traffic reached 2,200 in 1947, dropped to 2,000 in 1948, and in 1949 increased to 2,500. Later years are expected to show even greater increases.

Figures for 1949 show that 73 steamers, 7,744 motor vessels, 1,801 barges, and 771 other types of craft, making a total of 10,389 vessels, made trips through the waterway. Approximately 4,600 of these were pleasure craft drawing less than four feet of water. The balance, approximately 5,800 vessels, drawing from five to twelve feet of water, were presumed to be freight carriers. These figures give some indication of the importance of this waterway not only within the boundaries of North Carolina but for its entire length along the Atlantic Coast.—Revised by H. E. Hicks, Chief Technical Liaison Branch, Corps of Engineers U.S. Army, Wilmington District.

Blue Ridge Parkway, One of World's Remarkable Scenicways

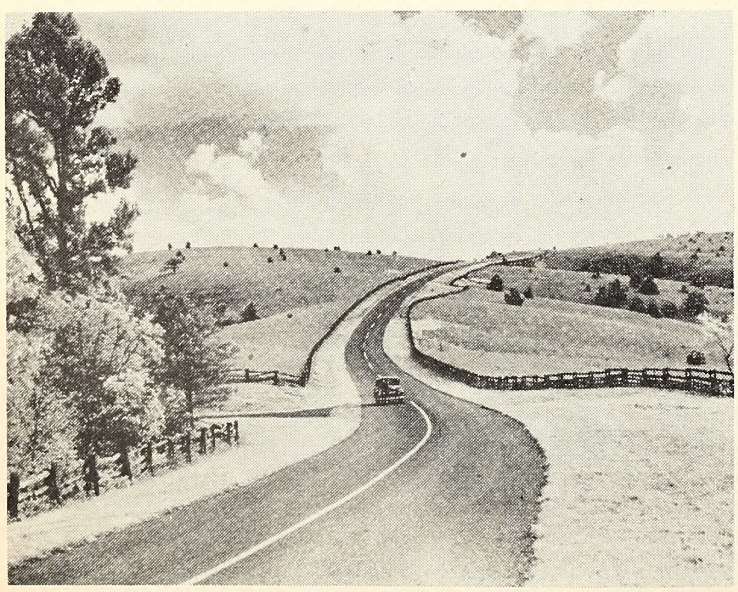
By R. GETTY BROWNING, *Chief Locating Engineer, N. C. Highway Department*

The Blue Ridge Parkway is one of the most remarkable highways in the United States or in the world for that matter.

The plan to build this Parkway originated from a consideration of the best means that could be provided to drive from the Shenandoah National Park in Virginia to the Great Smoky Mountains National Park in North Carolina and Tennessee. The conclusion was finally reached that a Parkway from which commercial traffic could be excluded would offer a far better means of visiting these parts of the country than would the ordinary highways which carry such a heavy volume of mixed vehicles that they cannot be considered recreational highways in any sense.

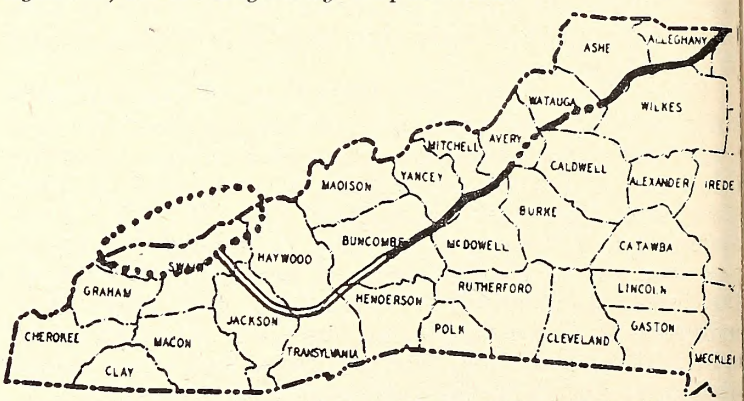
In projecting the highway through Virginia and North Carolina, the Interior Department requested that the Highway Departments in these states suggest a route which they thought would be suitable for such a Parkway and that they donate the desired right-of-way width to the Government without cost.

Note: Blue Ridge Parkway is really Mr. Browning's "baby". In 1934 Mr. Browning mapped the route for the Secretary of the Interior, based on information obtained by actually walking over it. Even though this was done before any surveys were begun, the finished parkway follows the route almost exactly. The committee, appointed by Secretary Ickes to recommend to him the most suitable route for the parkway, approved a route extending from Blowing Rock, N. C., to Gatlinburg, Tenn. This decision appeared so unfair to North Carolina because of the great superiority of the scenery and the much higher elevations on the North Carolina route that Mr. Browning made a personal appeal to Secretary Ickes, which, with the detailed information offered, proved so effective that the North Carolina route was adopted.



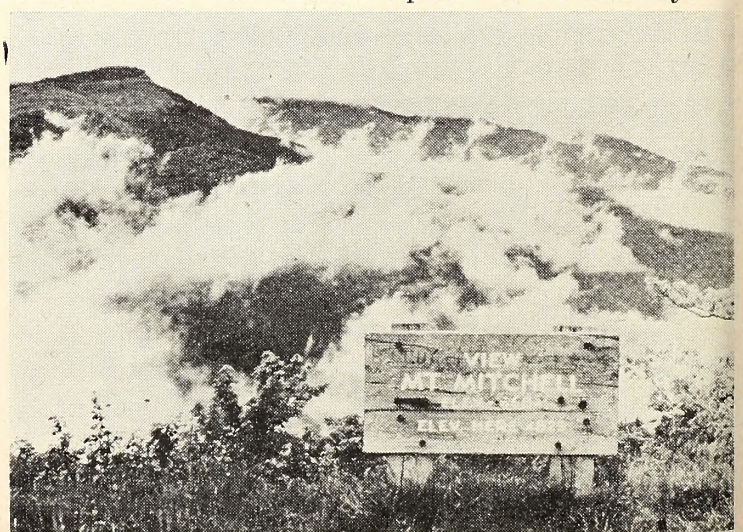
—Photos by State News Bureau.

Skimming mountain crests near Grandfather Mountain on the Blue Ridge Parkway in North Carolina.



Map shows course of Blue Ridge Parkway through North Carolina. Solid lines show completed highways; dotted lines show incomplete but passable on other roads, and parallel lines unimproved stretches not yet opened. Dotted oval outlines Great Smoky Mountains National Park.

North Carolina met this request by plotting a map through the most outstanding mountainous scenery in the State, and agreed to furnish at least 125 acres of land per mile for the right-of-way and also to make all the necessary surveys and to carry out all negotiations for the right-of-way without charge. Since there is more than 250 miles of the Parkway in North Carolina, it is readily seen that the State was assuming quite an obligation and in so doing officials demonstrated their belief that the immense value of the Parkway to the State as a whole would be justified. It was felt that by the construction of this beautiful drive between the parks many visitors would be attracted to the State from all parts of the country.



Mount Mitchell, highest peak in Eastern America, is seen above the clouds from the Blue Ridge Parkway.

The total length of the Parkway is 477 miles. It has a twenty-foot pavement with five-foot shoulders on each side, guard rails where necessary, and it is landscaped by utilizing the indigenous shrubs and flowers to the best advantage.

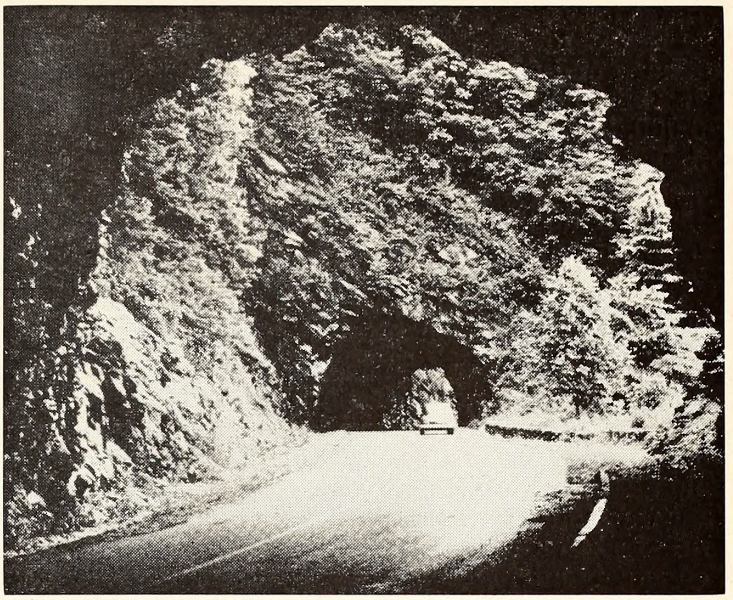
The boundaries of the right-of-way are so flexible that they were expanded where desired to take in some beautiful area or to protect a crossroad from the possibility of unsightly buildings, and in some instances it was reduced in width to a minimum of 200 feet to reduce the right-of-way damages which otherwise would have been excessive.

Along the route of the Parkway there are considerably more than 100 varieties of trees and over 1000 different kinds of shrubs and wild flowers. The elevation ranges from about 2700 feet to over 6000 feet above sealevel, and since it passes through the most magnificent scenery to be found anywhere in the country, it has become a most popular automobile tour.

In the spring when the flowers are coming in bloom at different times on different levels, and in the fall when the foliage is changing in the same fashion, sooner in the low ground, and then moving upward in the higher mountains, the traveler is amazed and



Autumn view of Blue Ridge Parkway near Doughton Park in Wilkes County.



Tunnel on the Blue Ridge Parkway near Asheville.

delighted to view the vast areas of beautiful coloring which is to be seen on every side.

Frequent overlooks are provided where one may park and view the scenery, take pictures, or enjoy a picnic lunch without being hurried or disturbed in any way. There is probably no similar Parkway in existence where one may enjoy so much freedom, security and entertainment as on this one. In summer the climate is delightfully cool, frequently being fifteen or twenty degrees cooler than in the nearby valleys, and since one may drive as slowly as he desires and stop as frequently as he wishes, it makes a very delightful place to spend a vacation.

During last year more than five million people enjoyed the Parkway and since there are at least one hundred million persons living within less than one thousand miles of it, which is only a three-day drive, it is obvious that as the Parkway becomes better known, it will attract more and more visitors each year.

4,000,000 VISITORS IN 1953

Almost 4,000,000 visitors to the Blue Ridge Parkway had been recorded by the end of October, an increase of 16.4 percent over the number at the same date last year, and Parkway officials estimated that between 300,000 and 500,000 more people would visit the scenic drive before the year closed. Records show that visitors came from almost every state and from nearly two dozen foreign countries in 1953. North Carolina led all states, with one-third of the total, while North Carolina and Virginia furnished considerably more than half of the visitors. States along the eastern Seaboard sent most of the visitors, as usual, but Ohio and Illinois were not far behind.

Wilmington, Morehead Ports Improved to Increase Shipping

N. C. State Ports Authority, created in 1945 to develop shipping facilities at Wilmington and Morehead City primarily, made preparations during the four years until 1949 when the General Assembly authorized the issuance of $7,500,000 in bonds. Since that time port facilities second to none on the Atlantic Coast, have been constructed and have made extensive progress in handling outgoing and incoming products produced by and needed by North Carolina's important industrial firms.

North Carolina had long been handicapped by lack of adequate port facilities and many steps have been taken seeking to improve the few ports along the Eastern Seaboard which were available for development. Sandbars along the coast served as a barrier to prevent development of shipping facilities. Two major exceptions are found at Wilmington and Morehead City but these ports needed extensive development before they could be brought into profitable use.

Governor Morrison, during his administration (1921-24), sought to improve the ports by a proposed bond issue but the proposal failed. In 1933 the Cape Fear River Association was formed and in 1935 the Wilmington Ports Commission was created by the General Assembly. Ten years later that body authorized the State Ports Authority, but it was four years later before the $7,500,000 bond issue provided funds for port development. Many other movements had proven inadequate and unsuccessful.

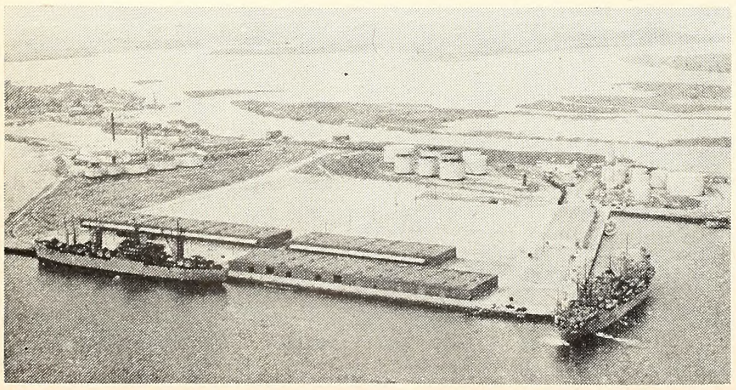
Development of the Port of Wilmington started January 1, 1948, when the State Ports Authority se-

cured a fifty-year lease from the United States Marine Corps for about 50 acres of waterfront on the northern end of the shipyard at Wilmington. Since that time approximately 29 acres costing around $30,000, have been secured, adjoining the leased site. This area is located at Wilmington, 30 miles up the Cape Fear River from the Atlantic Ocean. The channel is wide and the depth is 32 feet at mean low water. Built on 3,000 concrete piles, 43 feet deep, is a wharf 1,510 feet long and 200 feet wide, with space for three ships at a time.

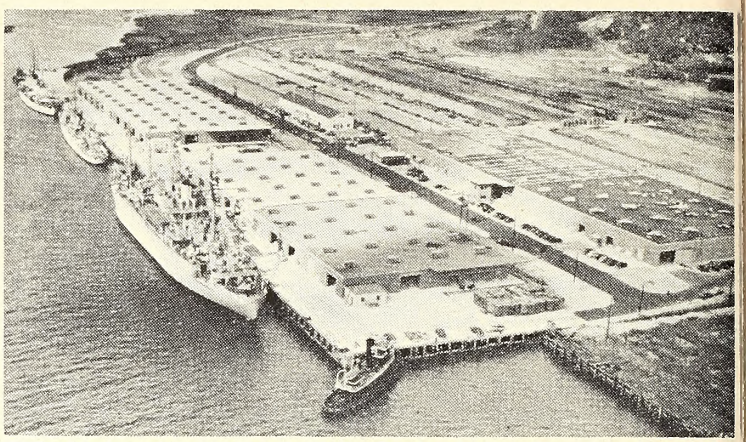
Two railroad tracks and gantry cranes are located on shipside and two transit sheds, each containing 79,000 square feet are adjacent to the berths. Behind these sheds is a storage warehouse containing 98,000 square feet. All of these are of fireproof construction, all brick, steel and concrete. A fumigating plant was added recently with four vacuum chambers 6 x 9 feet for fumigating tobacco, cotton or other products requiring this treatment. A scale house, fitted with motor tread scales, and railway track scales, was constructed. An existing building was remodeled to provide office space and maintenance shops. A water system, for fire protection, ships' water and other uses, includes a 200,000 gallon elevated tank. Most of the $5,000,000 earmarked for this development has been expended.

Ocean Terminal at Morehead City was allotted $2,500,000 of the bond proceeds. Here some port facilities had already been developed and the State Ports Authority purchased the site and buildings from the Morehead City Port Commission for $201,800. The general contract for construction of new facilities amounted to $2,002,555. Construction included a steel sheet pile bulkhead and timber relieving platform or dock 1,200 feet long. A large fireproof transit shed, containing 60,000 square feet and two storage warehouses of 35,640 and 51,840 square feet. Work also included dredging in front of the docks, paving, landscaping and other development. Morehead City already had a dock 1,350 feet long and one transit shed. This wharf has been reconstructed and the transit shed repaired. Two Morehead warehouses are leased to the U. S. Navy and three other firms rent space, bringing in satisfactory revenues.

The revenues from operation of the two ports by the end of May, 1953, reached $151,180. The first ship to dock at Wilmington was the steamship Southport in May, 1952. Within one year, to May 22, 1953, 25 additional ships had docked with varying cargoes. Two ships had gone out of the port loaded with 3,867 hogsheads of tobacco, destined for foreign ports. More recent figures show that 225 ships had docked



N. C. State Ports Authority terminal at Morehead City can accommodate five ships at berth.



Wilmington terminal of State Ports Authority showing shipside storage and rail and truck approaches to warehouses.

and about 150 ships including military vessels, had sailed up to Nov. 1.

The State Ports Authority is seeking to establish as many regular sailings from the Wilmington and Morehead City ports as possible, and by so doing, use the splendid terminal facilities to greater advantage. Heavy exports of tobacco, cotton and other products of farms and factories are expected to develop. Among the exports the ports hope to develop are long staple cotton, mahogany logs and veneers, foodstuffs, bauxite, fertilizer, chemicals and numerous other products. The ports are expected to develop into important feeders for inland ports, particularly those available to the Intracoastal Waterway, such as Fayetteville, Edenton, Greenville and others.

In accordance with legislative act of 1945 Governor Cherry appointed a seven-member board (the board elects its officers) including R. B. Page, Wilmington (chairman); A. G. Myers, Gastonia (vice-chairman); W. O. Huske, Fayetteville (secretary-treasurer); J. H. White, Winston-Salem; H. S. Gibbs, Morehead City; S. B. Frink, Southport; T. Henry Wilson, Morganton. A nine-member board was provided in 1949 and Governor Scott named to this board Mr. Myers (chairman); Nello L. Teer, Durham (vice-chairman); Mr. Huske (secretary-treasurer—replaced soon afterward by Staley Cooke, Burlington); George Ross Pou, state auditor, ex officio; Mr. White; David Q. Holton, Edenton; W. Avery Thompson, Hallsboro; Henry Vann, Clinton, and W. J. Bason, North Wilkesboro.

Again in 1953 the General Assembly reduced the number of members from nine to seven and Governor



The S.S. August Bolten, Hamburg, unloads bulk fertilizer materials at Morehead City State Ports terminal.

Umstead named to four-year terms A. G. Myers, Gastonia (chairman); Edwin Pate, Laurinburg (vice-chairman); W. Avery Thompson, Hallsboro (secretary-treasurer); Harvey W. Moore, Charlotte; J. Harvey White, Winston-Salem, and Raymond Bryan, Goldsboro.

Mr. Myers, leading Gastonia banker and textile executive for many years, resigned as chairman and member of the board due to his health after 7½ years as a member and 4½ years as chairman. Edwin Pate, vice-chairman, was appointed chairman to succeed him at a meeting on October 20, and Raymond Brown, Goldsboro, was named vice-chairman.

Col. George W. Gillette, native of Onslow County and for many years a colonel in the Army of Engineers, located much of the time in the Wilmington area, was elected executive director of the Ports Authority and set up his office in the Trust Building, Wilmington, January 1, 1948. During the first half of the five years he has been executive director, Colonel Gillette devoted much of his attention to surveys and plans and publicizing the value of using this State's ports. Much of the last half of the period has been devoted to construction of facilities at the two ports and in beginning operations in handling incoming and outgoing cargoes. Colonel Gillette resigned as executive director at the October 20 meeting, his resignation becoming effective December 31.



Large Argentine Transport freighter recently loaded with $15,000,000 worth of tobacco from Wilmington docks for an English tobacco company.

Note—Col. Richard Searl Marr, 52, recently retired after 30 years in the U.S. Army, Infantry, was named director of the State Ports Authority to succeed Col. Gillette at a meeting of the board Dec. 31, 1953.

Public Transportation Systems Regulated by State 62 Years

By FRED C. HUNTER, *Commissioner, N. C. Utilities Commission*

The transportation of property and people has been a matter of public concern and of some degree of governmental regulation for centuries. Law-making bodies were trying to find ways and means of assuring the public of adequate transportation long before the coming of airplanes, motor vehicles, or railroads. Regulation of transportation was the subject of legislation in England long before we became a nation. It was a matter of such public concern as to require legislation and regulation in the days of the Roman Empire, and it is a matter of deepest public concern now in this country and in every country. Without it great cities could never have been built in any age, and without an adequate system of transportation they certainly could not survive under conditions existing today. Factories could not produce goods; markets could not be maintained; and commerce and trade as we know it now could not exist. Without an adequate working system of transportation we would soon be in want and in distress.

Through preference and discrimination transportation has the power to make or destroy individuals and communities. It has made millionaires and it has made paupers. It has made cities grow and prosper, and has consigned them to decay. It has the power to fix the status of one area of the nation as a producer of raw materials and to make cities in other areas great manufacturing centers. By a difference in service and in rates all these things have been done.

The public cannot exercise its choice in selecting its transportation service as it may do in selecting its lawyer, its doctor, or its merchant. If the merchant on the corner does not conduct his business as you think he should, you may refuse to trade with him. If his services are not satisfactory, or his prices are too high, you may walk across the street and trade with another. But, if you want to ride a train to a certain point, or ship goods to a certain point, your public transportation service is limited. Perhaps only one railroad or one motor carrier service is available. Schedules are fixed, charges are fixed, and your only choice is to take the service as offered or provide your own means of transportation.

Because of the vast potentialities of transportation, its effect upon individuals and communities, and its power to make or destroy other business enterprises, it has been classed as a business "affected with the public interest" and has been placed under some governmental supervision and control. Public carriers operate under franchise rights which give them certain privileges not given to the public in general. They have the right of eminent domain and to some extent are protected from competition by other carriers seeking to enter the field.

A merchant, a farmer, or a manufacturer will not be heard to complain about competition, but rail carriers and motor carriers have a legal basis for objecting to competition. They have a legal right to require others seeking to enter the transportation field to show that a public demand and need exists for the proposed service in addition to like services presently being rendered. An ordinary private enterprise would have no standing in any court on a plea that another like business is not needed in the community and would be injurious to existing business of the same kind, but a common carrier will be heard on such a plea and his business protected from destructive competition.

These special privileges carry with them corresponding obligations and duties to the public. Railroads and motor carriers that operate under franchise rights must continue to operate. They are not at liberty to discontinue business and wait for better times, and they are not at liberty to choose their patrons. They are required to provide reasonably adequate transportation service at reasonable rates for all who come, and they are required to serve all alike without favor, preference, or discrimination. Their rates and charges must be approved before they are placed into effect, and these rates and charges cannot be increased nor their services curtailed without the consent of the governmental agency by which they

N. C. UTILITIES COMMISSION

The five members of the N. C. Utilities Commission, regulators of utilities, including public transportation, are: Stanley Winborne, chairman; Fred C. Hunter, Edward H. McMahan, Harry T. Wescott and Sam O. Worthington. John Hill Paylor, Assistant Attorney General, is assigned to the Commission, and Mrs. Mary Laurens Richardson is chief clerk.

Other key officials are Dorothy Austell, budget and personnel officer; Vern W. Chase, telephone engineer; Virl L. Choate, director of accounts; M. Broadus Glover, director, Motor Freight Transportation; Eugene A. Hughes, Jr., director, Motor Passenger Transportation; LeRoy M. Keever, electrical engineer; C. H. Noah, director, Traffic; Edgar Womble, consultant, Water, Gas and Telegraph Service.

are regulated and controlled.

Transportation has been described as the blood streams of the nation. Those who enter this field as common carriers are clothed with a part of the sovereign power of the State, in order that these blood streams may continue to flow. They are entrusted with the duty of moving the products of the soil, of the mines, and of the factories, and if they fail in this duty the battles on all the fronts will have been lost.

The development of transportation is one of the very interesting chapters in the history of the progress of mankind. It is interesting to us because it is predominantly one of America's contributions to the world. Within about one hundred years America has developed transportation from where it was when the Pyramids were built to where it is today. Through all the centuries, from Jehu to Paul Revere, man never traveled over the earth any faster than a horse can run. Railroads are only a little more than a hundred years old, and they have developed to their greatest efficiency in this country and within the memory of people now living. Trains are now being operated approximately 900,000,000 miles per year in this country, carrying about 600,000,000 passengers and about 3,000,000,000 tons of freight.

The gross revenue of the railroads of the United States from freight traffic in 1950, the latest complete figures available, was $7,933,764,000. If North Carolina paid freight bills in the ratio of its population to the population of the United States, it paid $213,814,000 in 1950 for railroad freight service. During the same year the citizens of this State paid $91,476,700 for electric power and light service and $43,540,300 for telephone service. Freight transportation charges begin with the transportation of the raw products of the fields, the forests, and the mines, and include every movement from the producer and manufacturer to the consumer.

A freight charge is included in every electric light bill and in every telephone bill, and in the price of every box of matches and in the price of every tube of dental cream. Every business and every individual make a contribution to the payment of railroad freight charges. That contribution in 1950 amounted to $52.63 for every man, woman, and child in North Carolina. To this we may add that approximately 54,000,000 motor vehicles are now in use in the United States, and they are operating more than a billion miles over the streets and highways of this country every day. Of this total, more than 1,300,000 motor vehicles are now licensed in North Carolina and they operate approximately 30,000,000 miles in this State every day.

The airplane adds yet another chapter to America's contribution to transportation. Since the airplane made its first flight in North Carolina fifty years ago, travel by air has become commonplace and at an increasing speed that approaches the speed of sound. The railroad, the motor vehicle, and the airplane are all largely American contributions to transportation. They are the products of the inventive genius and organization of the American people and have made this country the wonder of wonderlands and the envied people of the earth.

America has made another significant contribution to transportation in the field of regulation. Regulation of transportation by a commission created by statute for this purpose had its inception in this country, and it is peculiarly an American system of regulating carrier and other public service agencies. North Carolina is one of the pioneers in providing for regulation of carriers of property and passengers by a commission.

Sixty-two years ago the North Carolina Farmers Alliance gained control of the General Assembly in this State to the extent that the General Assembly of 1891 is known to this day as the "Farmers Legislature." It created the Board of Railroad Commisisoners now designated as the North Carolina Utilities Commission, and gave it full power and authority (1) to prescribe just and reasonable rates and charges to be observed by all railroads operating in this State, (2) to make rules and regulations necessary to prevent injurious discrimination in the transportation of freight nad passengers, and (3) to make rules and regulations to "prevent the giving, paying, or receiving of any rebate or bonus, directly or indirectly, and from misleading or deceiving the public in any manner as to the real rates charged for freight and passengers."

This "Farmers Leglislature" of 1891 also provided by a later Act at the same session "that the railroad commissioners elected at this session of the General Assembly and (their) successors in office be and they are hereby created and constituted a court of record inferior to the Supreme Court . . . and, as such, shall have all the powers and jurisdiction of the court of general jurisdiction as to all subjects embraced in the Act creating such railroad commission heretofore passed." Under this Act and subsequent acts of the Legislature, the North Carolina Utilities Commission now has under its jurisdiction, and subject to its regulations with respect to service and rates, 34 railroads which operate a total of 4,554 miles within the State, 454 motor carriers of property, and 139 motor carriers of passengers.

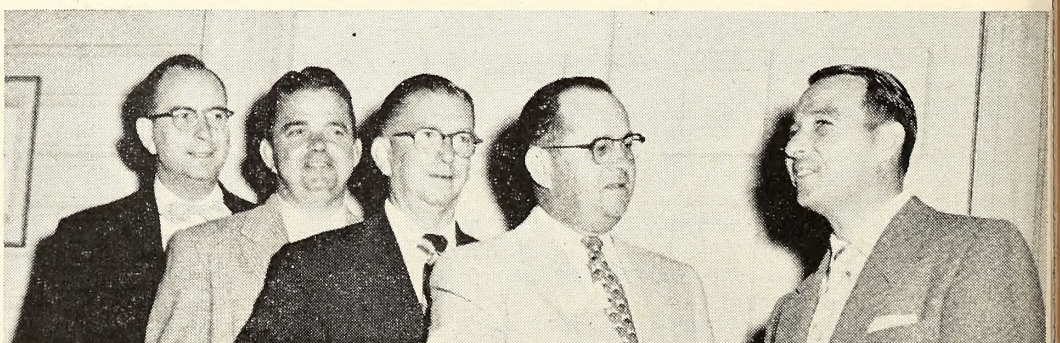
This commission system of regulation has been established in every State in the United States and is a system of regulation of carriers and public utilities that has no parallel in any other country. Under this system billions have been invested in transportation facilities, and we have the finest service and the soundest investment in freight transportation to be found anywhere in the world. While this great success story in the development of transportation was being written in North Carolina and throughout the nation, the railroads have been nationalized or taken over by the government in nearly every other country in the world. As vital to the public as transportation is, we still hold to the idea in this country that transportation under our system of regulation provides better service to more people than is possible under any system of government ownership.

Motor Carriers Develop Rapidly Into Vital State Industry

By JEFF B. WILSON, *N. C. Motor Carriers Association*

The North Carolina trucking industry has banished the "economic isolation" of many smaller places. In fact more than 1800 Tar Heel cities, towns and communities depend entirely on truck transportation for everything they eat, wear and use.

North Carolina is a state of small farms and small cities and towns. It ranks 10th in the United States in population, but has only one city of more than 100,000 population—Charlotte. Yet the Tar Heel factories are within over-night truck delivery distance of great Eastern and Southern markets. And, built arond this flexible door-to-door truck service, Charlotte itself has become a great metropolis, supplying the many needs of the South.



New officers of N. C. Motor Carriers Association, Inc., l. to r., J. T. Outlaw, executive vice-president, Raleigh; J. K. Glenn, second vice-president, Winston-Salem; W. W. Miller, Jr., first vice-president, Charlotte; C. Grier Beam, president, Cherryville, being congratulated by M. Webster Henry, Rocky Mount, retiring president.

Immediately following World War I, with the advent of more and better highways, a type of transportation was born which could and did give to the American public a quicker and better freight service

as well as passenger service at less cost; this was known as the truck and bus industry. North Carolina came in very definitely for its share of the development of this new industry to its fullest extent.

The first World War, with all its tragedy and heartaches, gave to this nation the internal combustion engine and rubber tires. Automobiles, though scarce to a great degree prior to the War, became a mode of transportation for most of the American public.

Immediately on its heels, through further use of the internal combustion engine and rubber tires, was born the trucking industry. Its first development came through the changing from the horse and wagon days to small capacity motor trucks, confined virtually to intra-city use. In the early 20's the rubber industry developed pneumatic tires that could carry a fairly heavy load with no damage to the highways, and with this development, through the manufacture of trucks, came an engine capable of maintaining a fairly high speed—approximately thirty miles per hour—and the Hotchkiss Drive to replace the old model chain drive. These two developments in the tire and motor industries opened up new avenues for the movement of freight over great distances. With this change our present Motor Carrier industry first came into its own.

Every development in this country that has given to the public a better service for less money has had its ups and downs and the Motor Transportation industry is no exception to this rule.

Starting with a very humble beginning it had obstacle after obstacle to surmount. In the late 20's motor truck people banded together into an association for their own interests. This Association was formed in 1928 with H. D. (Buddy) Horton, Charlotte, as its first president.

About 1926, the textile industry in our state was fast coming into its own, as well as tobacco production and cigarette manufacture. To these industries, the Motor Transportation industry began to give outlets to the eastern markets for the raw materials produced and grown in North Carolina, such as they had never had before. Prior to this time, East-West transportation in North Carolina was a matter of five to ten days' duration.

The amount of money, being required by the manufacturers and the producers to carry inventories sufficient to justify a five to ten day transportation loss, was so great that during the early 30's, when our country was going through an economic chaos, it was necessary that some type of transportation be afforded them to cut down this tremendous outlay of money.

The trucking industry proved its worth in its store-door delivery and overnight transportation to almost any point in the state. Great industries, such as chain groceries, chain cotton mill manufacturers, lumber and tobacco manufacturers, immediately saw the possibilities in the trucking industry and gobbled up their services. The little businesses took on new life, and life was made more modern for each individual. It could almost be said that the Motor Carrier industry was cradled in the lap of the depression and its worth was proved during a period of economic chaos.

It grew further and faster from 1930 to 1935, probably, than any other industry in America. In fact the growth was sufficiently great that in 1935 the industry saw that its services could be better given to the public through the supervision of the Federal Government and in 1935 the Motor Carrier Act of the Interstate Commerce Commission became a reality.

This Act, which was patterned after its predecesso, the Rail Act, has served to police the industry in the same way. Certificates were issued on the basis of convenience and necessity and allowed certain territories and certain commodities to be handled by the carrier as stipulated in his certificate. The first of these certificates was issued to Mr. John L. Wilkerson of Carolina Transfer and Storage Co., Charlotte,

NEW OFFICERS AND DIRECTORS OF N. C. MOTOR CARRIERS ASSOCIATION

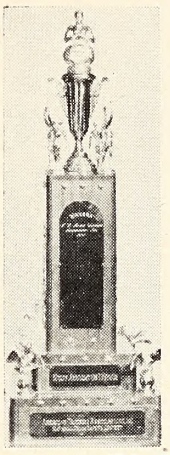
C. Grier Beam, president, Carolina Freight Carriers Corp., Cherryville, was elected president of the North Carolina Motor Carriers Association, Inc., at the Association's 22nd annual convention at the Carolina Hotel, Pinehurst, October 6. He succeeds M. Webster Henry who is secretary and treasurer of C. S. Henry Transfer, Inc., Rocky Mount. Edwin Gill, State Treasurer, installed the new officers. About 400 delegates attended.

Other officers include W. W. Miller, Jr., president, Miller Motor Express, Inc., Charlotte, first vice-president; J. K. Glenn, Quality Oil Transport, Winston-Salem, second vice-president; J. T. Outlaw, Raleigh, executive vice-president, and John M. Akers, executive vice-president of Akers Motor Lines, Inc., Gastonia, State vice-president of the American Trucking Association; H. L. Neely, chairman, accounting council; E. W. Fredrickson, chairman, council safety supervisors; R. H. Booe, Jr., chairman, customer relation council, all of Charlotte.

Directors elected for the ensuing year include W. C. Honeycutt, Black Mountain; John M. Akers and W. W. Akers, Jr., Gastonia; J. A. Barnwell, Burlington; R. L. Brinson, Jr., David Fiske and W. D. Lewis, High Point; R. L. Burns, Sanford; A. D. Burton, Albemarle; C. S. Burton, Reidsville; Harwood Cochrane, Richmond, Va.; G. W. Dehart, Hickory; B. J. Forbes and D. J. Thurston, Jr., Wilson; George H. Hall, III, and W. E. Sisson, Wilmington; M. W. Henry, Rocky Mount; J. W. Jones, Fairmont; E. W. McLeod, Jr., Henderson; G. D. Thompson, Greensboro; J. F. Boone, A. E. Clontz, H. R. Dowd, Pat Haralson, L. Worth Harris, H. D. Horton, P. H. Johansen, J. D. Kluttz, Leo J. Molloy, Emory Morris, W. E. Wilkinson, Tom Peacock and Fred Mayer, all of Charlotte; William R. Davis, E. G. Lackey, S. H. Mitchell, J. P. McLean, M. P. McLean, R. Y. Sharpe and George Lentz, all of Winston-Salem.

N. C. WINS TROPHY FOURTH TIME

Around 100 officials and members of the N. C. Motor Carriers Association, Inc., and prominent guests gathered for a dinner in the Robert E. Lee Hotel in Winston-Salem on Thursday evening, November 19, for the presentation to this organization of the National Trucking Safety Trophy for the fourth time since it was inaugurated in 1946.



The first trophy was to be awarded permanently to the State Association winning it for the third time. North Carolina won that trophy three different years and has it in permanent possession. This year, the eighth year of presentation, North Carolina won the new trophy for the first year, starting on the road to permanent possession.

The presentation was made by James F. Pinkney, general counsel, American Trucking Association, Inc., Washington, D. C., and the award was received by C. Grier Beam, Cherryville, president of the North Carolina group, who presided as toastmaster. Mr. Pinkney was introduced by James K. McLean, Winston-Salem. Ed Scheidt, Commissioner of Department of Motor Vehicles, Raleigh, spoke on the State Safety Program, commending the Motor Carriers Association for the splendid record achieved. He was presented by M. Webster Henry, Rocky Mount, immediate past president, NCMCA.

and from this beginning, has spread to a net-work of inter- and intra-state operations covering virtually every nook and corner of the state.

With the development of the Motor Carrier industry, the North Carolina highway fund tax collections mounted. With each four to ten miles traveled by each vehicle, six cents tax on another gallon of gasoline went into the State Treasury. License fees for motor carriers were increased. A six per cent gross receipts tax on revenue earned by common carriers soon followed. In 1935 the commercial motor vehicle carriers paid license and gross receipts tax of $2,156,828.00, exclusive of gasoline tax. For the year 1948, the commercial vehicles' license and gross receipts tax had increased to $9,726,891.00, still exclusive of gasoline tax.

Three special taxes paid by the motor carrier industry for the year 1948, including gasoline tax (based on a low estimate), license tax and gross receipts tax was $21,820,284.00. This amount was enough to pay for all maintenance of state primary highways for 1948 (not including country roads) and in addition enough to pay for more than one-half of new road construction on state highways for the year, notwithstanding the fact that hundreds of miles are restricted and prohibited from use by the heavier motor vehicles. The counties were similarly benefitted. An investigation of taxes paid to the counties by the railroads and by the owners of commercial vehicles indicate that the amounts are comparable.

During the entire year of 1952, North Carolina's 227,669 trucks were owned by businessmen of all kinds. Farmers owned more than 19,782 of them. For-hire operators, ranging from the men who operate just one or two small trucks in local general-delivery service to the larger fleets operating in interstate commerce, owned 13,438 of them. The remaining 194,549 were operated by dairies, meat packers, breweries, service industries such as telephone and electric light companies, manufacturers and others in businesses where the operation of trucks is incidental to their principal business. During the first six months of 1953, the farm truck registration of 19,440 units nearly equalled the total twelve months 1952 figure of 19,782. There were 1,951 common carrier passenger busses registered during 1952, including 204 other for-hire busses.

When World War II began, the industry was just about ready to enter a new era of regulated stability and expansion, but the war temporarily retarded this development. It was not until 1947 that the State Legislature passed the Truck Act regulating for-hire trucks in North Carolina.

The development of fleets of trucks and trailers in North Carolina has enabled us, as a State, to compete in markets that prior to the advent of the industry were completely shut off. The farmers in North Carolina today can have their products on the New York market the second morning. Our strawberry, lettuce, and peach industries have been able to compete with those of any other part of the country through means of the motor trucks. Motor fuel of every description can be put into every nook and corner of every county in this state by motor truck. The development has been to such a great extent, that we have more than 1,800 communities within our state that are without any other type of transportation than that furnished by the motor vehicle.

This vigorous growth didn't just happen. It is based on the performance of motor transports, their economy, dependability, convenience and safety. Without demand for truck service there would have been no growth. Everything that is vital to everyday life—every piece of clothing, every bit of food, every article used in home and industry; in fact 99 percent of all commodities either eaten, worn or used in this country are moved and handled by motor truck sometime between the time they are raw materials and become finished products. Possibly no other industry is as vital to the welfare of the people of North Carolina as is the Motor Trucking Industry. The claim: "If You've Got It a Truck Brought It".

"DRIVER OF THE YEAR"

Cullen H. Newsom, Winston-Salem, tractor and semi-trailer driver for McLean Trucking Co. between Winston-Salem and Boston, was named the "Driver of the Year" last July for his heroism in saving the life of a young woman motorist.

The incident happened December 21, 1952, along the Shirley Highway near Alexandria, Va. Mrs. Jacqueline Black, 30, of Falls Church, Va., was thrown some 25 feet into a stream after her car plunged down a 60-foot embankment. Newsom, first to arrive, found her face down in the water and unconscious. He rescued her and administered artificial respiration for 20 minutes until she was breathing freely again. He also took control of the highway situation which developed and handled it until the State Police arrived. He was highly commended for his alert and decisive action in a time of crisis.

One month later, January 25, 1953, Newsome was driving on U. S. No. 1, near Fredericksburg, Va., when a woman waved him down. He discovered nearby a smoking wrecked car and used his truck fire extinguisher to put out the fire. He and arriving State Highway Patrolmen pried open the car door and released two people trapped in the smoking car. He covered two other accident victims with blankets pending the arrival of an ambulance. He was highly commended for his action in this emergency also.

REID WINS NATIONAL HONORS

Perry H. Reid, 33, Winston-Salem, Route 3, truck driver for Pilot Freight Carriers, Winston-Salem, won for the second time the national straight truck driver championship in the National Roadeo, conducted by the American Trucking Association in St. Paul, Minn., last October. Reid scored 386 out of a possible 400 points, improving his 1952 title record by 18 points. He was pitted against the best drivers in the nation, the test including written examinations and driving over an obstacle course. The national trophy was presented Reid by John V. Lawrence, managing director of the American Trucking Association. Reid operates daily between Winston-Salem and Statesville and has driven about 200,000 accident-free miles in three and one-half years.

National Roadeo finalists included four place winner, straight truck champion Charles M. Collins, High Point, driver for Johnson Motor Lines, Inc., Charlotte; Malvern H. Morgan, Jr., Hendersonville, Youngblood Truck Lines, Inc., Fletcher, the State's champion in the tandem axle class, was in the semi-finals but missed the championship in the final contest. Alvin S. Massey, Central Motor Lines, Inc., Charlotte, is the champion in the single axle semi-trailer class, was in the semi-finals but was lost out in the finals.

"SMOKY JOE"—FISHERMAN

They tell in on Joel W. Wright, familiarly known as "Uncle Joe" and "Smoky Joe", president of Smoky Mountain Stages, Asheville, and vice-president of Queen City Coach Co., Charlotte:

"Uncle Joe" had done a bit of bragging about fishing. He and some of his friends had been fishing in streams in Smoky Mountain Park with little success. Disgruntled, they were eating lunch, part of which was a jar of honey. As the breezes wafted the odor of the honey into surrounding woods, an affable black bear lumbered out and with Mr. Wright's help lapped up the honey to the last drop and waddled away. Some time later the bear came back with two trout in his mouth. Ceremoniously, he deposited the trout at Mr. Wright's side, licked his chops and ambled off again into the forest.

McLean Becomes Largest Trucking Firm in Southeast States

By GEORGE E. SPAULDING, *Sales Promotion Manager, McLean Trucking Co., Winston-Salem*

McLean Trucking Co., 617 Waughtown Street, Winston-Salem, founded in Red Springs in 1934 by Malcolm P. McLean, has developed into one of the top ten in the American Trucking Industry. McLean is the largest motor freight common carrier with headquarters in the South, the second largest on the Eastern Seaboard and the ninth largest in the entire United States. Typical of the trucking industry as a whole, McLean, in its 19 years of operation, has expanded to its present size of more than 2,100 employees and 37 terminals in 11 states from Atlanta to Boston.

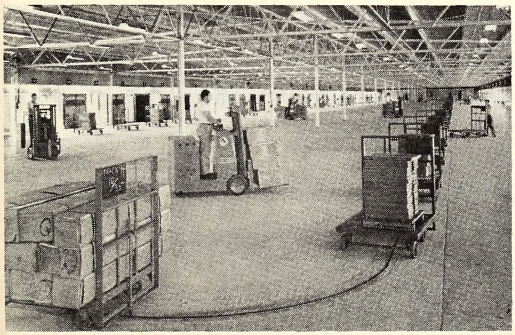
McLean terminals are located in the following states and cities: Connecticut: Bridgeport and Norwich; Georgia: Atlanta and Augusta; Maryland: Baltimore; Massachusetts: Boston, Springfield and Worcester; New Jersey: Hawthorne, Jersey City and New Brunswick; New York: Albany, Brooklyn and New York City; North Carolina: Asheville, Burlington, Charlotte, Durham, Fayetteville, Greensboro, Hickory, Kinston, Rocky Mount, Salisbury, Shelby and Winston-Salem; Pennsylvania: Philadelphia; Rhode Island: Providence; South Carolina: Anderson, Charleston, Columbia, Greenville, Hartsville and Spartanburg; Virginia: Danville, Lynchburg and Richmond.

In 1953 new terminals were opened in Kinston, N. C.; in the Boroughs of Brooklyn and Manhattan in New York City; Albany, N. Y.; Hawthorne, N. J., and Norwich, Conn. Better terminal facilities also were obtained this year in Philadelphia, Pa., and Lynchburg, Va. In addition, the world's largest independently owned motor freight terminal was opened by McLean in Winston-Salem on August 17, 1953.

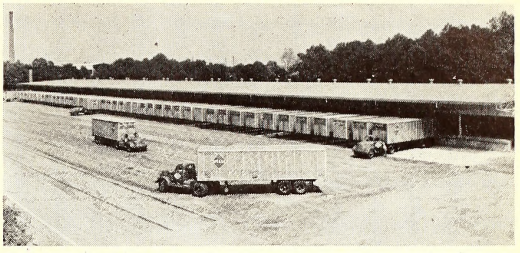
Designed to handle 3,000,000 pounds of freight every 24 hours, the new terminal was built to expedite the movement of freight requiring reloading at Winston-Salem, as well as direct shipments to and from this area.

Faster handling of cargo is possible in the new terminal primarily because of an ingenious floor-type dragline called the "towveyor".

The "towveyor" consists of an endless chain flush with the floor, which moves around the dock area. Freight is loaded on four-wheel carts and hooked to the moving dragline. The "towveyor" pulls these carts around the terminal. When a cart reaches a designated track number, it is unhooked from the line and moved to a waiting trailer, where the freight is loaded for point of destination.



Interior view of McLean "Ton-a-minute" terminal in Winston-Salem. Freight is handled on carts hooked to endless chain "towveyor".



New McLean terminal, 650 x 130 feet, world's largest independently-owned motor freight terminal.

Both empty and loaded trailers are moved to and from the new terminal tracks by radio-equipped "switcher" tractors. The docks will accommodate 118 trailers at one time. Any combination of inbound and outbound freight can be handled simultaneously with maximum safety and speed.

For accurate control of all shipments, a two-tube, 1200 foot pneumatic tube system—the first of its kind in a motor freight terminal—transports freight bills, bills of lading, loading diagrams and weight cards between the terminal office at the western end of the structure and 28 sub-stations conveniently located around the dock area.

The new McLean terminal is located for quick access to four major highways serving the area: U. S. 52, 158, 311 and 421. It is situated on a 22.1 acre site near the McLean general office and maintenance buildings. Its over-all dimensions are 130 feet wide by 650 feet long. It is of reinforced concrete and steel construction.

Dock area in the new terminal is 79,100 square feet, and the terminal office has an area of 5,400 square feet.

"This new structure embodies the most advanced design and latest equipment available from modern science and industry," according to M. P. McLean, president of the firm.

"We erected this functional terminal," continued Mr. McLean, "so that our customers along the Eastern Seaboard could continue to receive the service so essential to modern distribution and marketing methods."

The building design and operating plan were conceived by Drake, Startzman, Sheahan, and Barclay, Materials Handling Consultants of New York, in cooperation with the McLean engineering and operating departments. The "towveyor" and pneumatic tube system were designed and installed by the Jervis B. Webb Company and the Grover Company, respectively, both of Detroit. Structural steel design was by Salem Steel Company, Winston-Salem, and Frank L. Blum and Company of Winston-Salem was Building Contractor.

Neck and neck with the McLean company-wide

attitude of service is the company-wide attitude of safety. Drivers are carefully selected and screened. Successful completion of the thorough course of instruction in the McLean Driver Training School is a "must" for every driver, regardless of previous experience. The company's Director of Safety won the coveted national Dow Memorial Award and the North Carolina State Safety Award for his achievements during 1952 in the field of motor transportation engineering.

The excellent McLean record for reducing the volume of freight loss and damage has won high national honors for the Claims Department. In the past three years, McLean has won a trophy each year awarded by the Claims Council of the American Trucking Associations, Inc. for the greatest improvement in freight loss and damage prevention. The only motor transportation company to be awarded a trophy each year since the contest was initiated in 1950, McLean received the first place trophy in 1950 and the third place trophy in 1951 and again in 1952.

A complete printing plant is operated at McLean general headquarters in Winston-Salem. One of the largest of its kind in the Trucking Industry, it produces more printed matter than many commercial printers. Ninety-five percent of the company's printed matter is produced in this shop. Approximately 35,000,000 impressions were made in the past year, and included 189 basic forms, over 100 home office and inter-departmental forms, as well as brochures, posters, booklets, directories, and other types of sales promotion and advertising material.

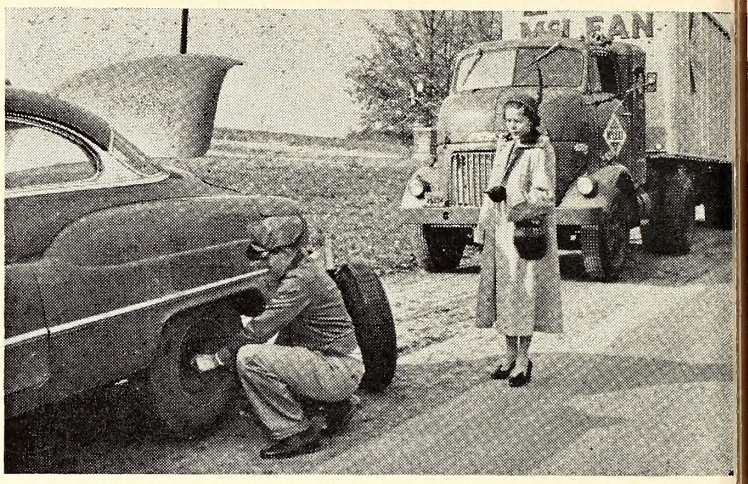
McLean Trucking Company also publishes a 24-page house organ, TREK. This magazine is published monthly, and is sent to all employees and a limited number of customers.

Since February 18, 1952, McLean Trucking Company has been managing the business and operations of Carolina Motor Express Lines, Inc., pending an application with the Interstate Commerce Commission to reorganize and purchase "CMX". While awaiting final authority, McLean has applied modern principles of management to "CMX", with marked improvement in "CMX" service and reduction of freight loss and claims.

According to the company's Annual Report for the year ended June 30, 1953, McLean Trucking Company in this fiscal year handled 1,126,024 shipments weighing 1,262,735,085 pounds. The average weight per shipment was 1,121 pounds, and 39,484,957 intercity miles were traveled. The gross operating revenue of McLean in this fiscal year was $19,327,640. The revenue dollar was divided as follows:

Dividends to stockholders	$0.003
Reinvested for expansion	0.014
Income taxes	0.022
Interest and other deductions	0.047
Operating taxes and licenses	0.055
Depreciation	0.080
Operation and Maintenance	0.286
Wages and Salaries	0.493
Total	$1.000

More than 1800 North Carolina communities, including some counties, are served *only* by trucks, according to the North Carolina Motor Carriers Association. In North Carolina alone, McLean Trucking Company employs more than 1500 people and the payroll in this state is almost $5,500,000.



McLean driver changes tire for woman driver on open highway.

Textiles and tobacco products make up a substantial part of the Northbound freight moved by McLean, while shipments to the South include machinery, food products, clothing, chemicals, batteries and many other items.

Following are the principal officers and executives of McLean Trucking Co.: M. P. McLean, president; J. K. McLean, executive vice-president; Clara L. McLean, secretary; W. K. Davis, treasurer; David G. Macdonald, general counsel and assistant secretary; L. F. Owen, assistant to the president; M. C. Benton, Jr., vice-president and comptroller; Paul P. Davis, vice-president, Sales; B. L. Frazier, vice-president, Traffic; Judson McCarter, vice-president, National Accounts; L. T. Bretherton, vice-president, Eastern Division; G. B. Kempton, vice-president, Real Properties; Claude H. Wells, Jr., vice-president, Operations; G. Carlton Alexander, director of safety; Max Cooke, freight claim agent; H. D. Ward, purchasing agent; J. D. Watts, general traffic manager; L. G. Gordon, traffic manager; C. G. Egger, director of maintenance; H. O. Morris, Southern sales manager; E. J. McCabe, Eastern sales manager; E. F. Martin, sales manager, Carolina Motor Express Lines, Inc., and George E. Spaulding, sales promotion manager.

The McLean family of employees is a hard-hitting, progressive group with an excellent spirit of teamwork and an intentness of purpose unique in an organization of its size. Some of the factors that lead to such loyalty are the company's hospitalization and life insurance plans, satisfactory compensation plus profit-sharing and bonus incentives, pleasant working conditions and good hours. Many McLean employees hold important positions in State and National trucking organizations, as well as in many civic associations and clubs.

McLean Trucking Co., like the American Trucking Industry, has indeed come of age. To more and more value-wise shippers, "McLean" and "Service" have become synonymous. This is because McLean offers industry motor freight transportation service geared to the needs of modern marketing and distributing methods.

The first public meeting to promote railroads in North Carolina is said to have been held August 1, 1828, at the home of William Albright, which stood four miles southeast from a point on U. S. Route 62 in Alamance County, about four miles northeast of Liberty.

Akers Motor Lines Becomes State's Second Largest Carrier

Akers Motor Lines, Inc., New Hope Road, Gastonia, organized in the midst of the depression and without funds to buy the trucks it operated, has developed into an organization which takes second place among the trucking firms in North Carolina, 20th largest in the United States and has reached approximately $13,000,000 a year in gross receipts.

The firm was started in 1932 by William W. Akers, Jr., as Akers and Hudson Motor Lines with two trucks in operation. In fact, it was several months before the firm was able to purchase a few more trucks, and then one at the time as receipts permitted.

In the early days, while the depression was in full force, the Akers organization went through trying experiences. During the bank closing period Akers' trucks were stranded in New York and other northern points for lack of funds to get home. By hard work and long hours the firm was able to barely exist until the depression period was over and conditions began to improve.

In 1934, C. Scott Akers, a brother of the founder, started a transfer firm, Gaston Drayage Co. After operating about a year, he merged this firm with Akers and Hudson and joined the firm as sales manager.

In 1935 the firm was incorporated under the name Akers and Hudson Motor Lines, Inc. and in 1938 changed to Akers Motor Lines, Inc. The next year, in 1936, Akers moved from Airline Avenue to a 30-acre site purchased on New Hope Road, just off Wilkinson Boulevard, where a small office building and a 100 foot warehouse were built. In 1937, John M. Akers, another brother, joined the firm.

Although troubles were many and frequent, the Akers firm continued to expand. Since 1937 it has about doubled its operations each two years except during the war period. Expansion during the years has been consistent and rapid, including the extensions of lines operated, expansion of home office and terminal facilities, additions of large quantities of rolling stock and increasing number of employees. During the past two years Akers has spent approximately $3,500,000 in its expansion program. Included in this program are: a modern general office building in Gastonia, a new terminal building in Gastonia, a new garage in Atlanta, Ga., a new terminal building in Savannah and Albany, Ga., over 200 new trailers and over 125 new tractors and pick-up trucks.

Recently completed modern terminal in Atlanta, typical of Akers Motor Lines terminals.



In addition to the group of buildings, including a modern office building, the enlarged and efficient terminal building and plenty of parking space for trucks and cars on the 30 acre tract on the edge of Gastonia, Akers operates 44 terminals and call stations all along the Atlantic Seaboard from Boston to Atlanta and Albany, Georgia.

Terminals are operated at Boston, Springfield and Worcester, Mass.; Orange, Conn.; Providence, R. I.; New York City; Secaucus, New Jersey; Chester and Philadelphia, Pa.; Charlotte, Gastonia, Shelby, Salisbury, N. C.; Columbia, Greenville and Spartanburg, S. C.; Albany, Atlanta, Augusta, Columbus, Griffin, LaGrange, Macon and Savannah, Ga.; with agency points at Paterson, N. J., Jewett City, Conn., Allentown, Harrisburg and Reading, Pa., High Point, N. C,. Anderson and Gaffney, S. C., Athens and Eastman, Ga., and with call stations at Fall River, New Bedford and Pittsfield, Mass., Trenton, N. J., Albemarle, Concord, Hickory, Lincolnton and Statesville, N. C., and Rock Hill, S. C.

Akers Motor Lines, with gross receipts which are expected to exceed $13,000,000 this year, operates approximately 1200 pieces of rolling stock and employs around 1500 workers with an annual payroll of just about $6,000,000, approximately $3,500,000 of which is distributed in Gastonia. Capital and surplus amount to around $2,000,000 while plant and equipment, including terminals and rolling stock, are worth in the neighborhood of $6,000,000. Both the gross revenue and the tonnage of shipments during the first six months of 1953 were approximately 25% ahead of the same period in 1952.

Akers established a pension fund for its employees effective January 1, 1952, and in addition to social security benefits, the company provides life, health and accdent and sick benefits for its employees and hospitalization for the employees and their dependents. The Akers Drivers' Club and the Akers Mechanics' Club include all of the employees in these two divisions, while the wives of these two groups also have their clubs. The company provides a breakfast each Saturday for all drivers in the home terminal and each two months a dinner is given to the drivers, some of which are attended by the wives who receive door prizes. Akers main-



Akers truck on highway with Stone Mountain, Georgia in background.

tains a softball team which competes with mill and other teams in the Gastonia area. Akers' bowling teams, four for women and seven for men, are provided facilities by the company.

The four Akers brothers are sons of a Presbyterian minister, Rev. W. W. Akers, who held pastorates in various states including one in Memphis, Tenn., where W. W. Akers, Jr., was born; one in Maysville, Ky., where John M. Akers was born; one in Louisville, Ky., where C. Scott Akers was born; and one in Blackshear, Ga., where Charles W. Akers was born. Later, he held pastorates in Lincolnton, N. C., and West Avenue Presbyterian Church in Charlotte.

Officers and key personnel of Akers Motor Lines include W. W. Akers, Jr., president; John M. Akers, vice-president and general manager; C. Scott Akers, vice-president and general sales manager; Robert Wren, secretary and treasurer; Charles W. Akers, assistant general sales manager; Cecil H. Davis, traffic manager; J. L. Hopkins, general freight claim agent; Claude Schlagenhauf, director of safety and driver personnel; J. H. Lyons, superintendent of transportation, and U. J. Parham, superintendent of maintenance.

W. W. Akers, Jr., after attending Bowling Green Business University, worked for the Carolina and Northwestern Railroad at Lincolnton, later as general agent for railroads in other states and in 1932 became district sales manager for Roadway Express Co. in Gastonia. It was here that he saw the need for additional transportation facilities which caused him to get into the trucking business soon afterward. He has been an officer and director of State and national truckers organizations. During World War II he was one of seven consultants in the office of Defense Transportation. He, as well as his brothers, is active in church, educational, civic and other community and State affairs. Mr. Akers has been a colonel on the staff of three South Carolina governors and is now lieutenant colonel and aide de campe to Governor Talmadge of Georgia. He is one of the few heads of large trucking firms who did not start by driving a truck himself. He now resides at Clover, S. C., where he has other important business connections.

C. Scott Akers, who consolidated his Gastonia Drayage Co. with his brother's firm in 1934 and became sales manager, now resides in Atlanta. He attended Oak Ridge Military Institute, Davidson College and Kings Business College. Before joining his brothers, he had worked for the former Adams Transfer Co.

John M. Akers, now vice-president and general manager, joined the firm in 1937. He attended Lincolnton High School, graduated from Davidson College, received his M.A. in Economics at the University of North Carolina and studied for his Ph.D. at Princeton and Duke Universities. He had taught at Piedmont Junior High School in Charlotte for several years then became a tax consultant for the Council of State Governments. He has served as officer and director in various local, state and national organizations, and when he joined the Akers firm, he was assistant director of WPA in Washington. He resides in Gastonia.

Robert Wren joined the infant Akers organization on a part-time basis as bookkeeper in 1934. Soon he became a full-time employee and two years later was made secretary and treasurer of the corporation. He is very active in Gastonia in religious and civic affairs and has other important business connections.

Associated Transport Absorbed N. C. Units, Nation's Largest

Associated Transport, Inc., with heardquarters at 1775 Broadway, New York City, but with important connections in North Carolina, was organized in mid-1941 and began operations early in 1942 to become the largest trucking organization in the United States, with annual gross income for 1953 that is estimated at $45,000,000. Seven large trucking organizations with subsidiary firms were consolidated to form Associated Transport. Two of these, constituting a sizable portion of the organization were North Carolina firms, Horton Motor Lines, Inc., Charlotte, and Barnwell Brothers, Inc., Burlington. And H. D. "Buddy" Horton, head of Horton Motor Lines was named and continues as chairman of the board of directors of Associated Transport.

In addition to these two North Carolina trucking firms the other five principal corporations included in the consolidation were Consolidated Motor Lines, Inc., Hartford, Conn.; McCarthy Freight System, Inc., Taunton, Mass.; M. Moran Transportation Lines, Inc., Buffalo, N. Y.; Southeastern Motor Lines, Inc., Bristol, Va., and Transportation, Inc., Atlanta, Ga. The new firm, Associated Transport, was incorporated under the Delaware laws, applied for and was granted permission by the Interstate Commerce Commission to acquire control through purchase of the capital stock of these seven corporations.

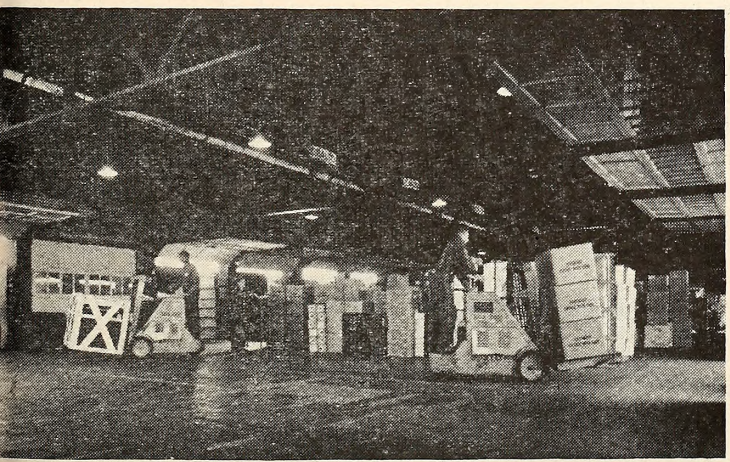
Associated has an authorized capital of 100,000 shares of preferred 6% cumulative stock, par value $100, and one million shares of common stock with no par value. The annual report as of the end of 1952 showed 40,065 shares of preferred stock outstanding owned by 507 stockholders in 28 states. The same report showed 648,762 shares of common stock outstanding owned by 1,287 stockholders distributed over 43 states and the Dominion of Canada.

Annual gross income of Associated Transport in 1952 reached the high mark of $40,378,252 with outstanding capital of $4,006,500 in preferred stock and

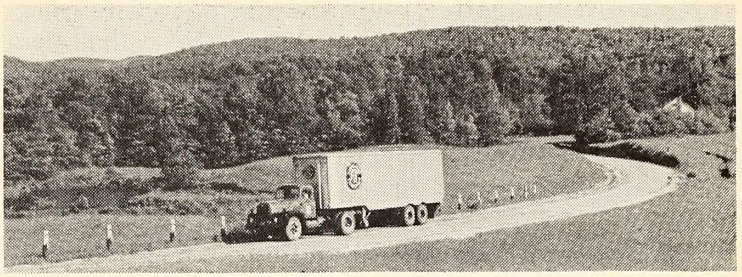
$1,325,303 in common stock and with an earned surplus of $4,502,223, the corporation showed a net worth of $9,834,027. The company operates a total of 3,950 units of rolling stock, including 2,000 line-haul trailers, 1,100 tractors and 850 pieces of local equipment. Recently the company announced a multi-million dollar purchase of new tractors and trailers, including 500 International tractors and 600 Fruehauf trailers. When this order is completed, the new equipment will represent approximately one-third of the company's fleet of trailers and about 55% of its tractors. Last year the company's trucks and trailers handled the remarkable total of 1,413,000 tons of freight. The company employs around 4,500 workers with an annual payroll of about $17,500,000. Of this employment about 768 workers are employed in or travel out of North Carolina, receiving annual remuneration of around $3,050,000.

Associated Transport operates in 14 Atlantic Seaboard states from Atlanta to Boston and extending westward to Nashville, Tenn., and Cleveland, Ohio. In this area there are 65 terminals and sub-terminals with 25 relay stations and call stations. The 13 North Carolina terminals and sub-terminals are located in Burlington, Durham, Raleigh, Fayetteville, Rockingham, Charlotte, Winston-Salem, High Point, Hickory, Concord, Gastonia, Asheville and Shelby. In addition, eight call stations are located at Belmont, Lexington, Lincolnton, Marion, Newton, Salisbury, Spindale and Thomasville.

With two terminals in New York City, Associated Transport has additional terminals and sub-terminals in Albany, Binghamton, Buffalo, Rochester, Syracuse and Utica, with call stations at Homer and Little Falls in New York State. Other terminals and sub-terminals are located in Boston, Pittsfield, Springfield, Worcester, Lawrence and New Bedford, with call stations in Brockton, Fall River, Ware and Westfield, all in Mass.; Bridgeport, Hartford, Waterbury and Jewett City in Conn.; Providence, R. I.; Avenel, Linden and Paterson, N. J.; Erie, Philadelphia, Pittsburgh, Wilkes-Barre and Allentown, with call stations at Meadville and Scranton and relay stations at New Cumberland and Tannersville, Penna.; Baltimore, Md.; Cincinnati, Cleveland and Columbus, Ohio; Bristol, Norfolk, Richmond, Roanoke, Lynchburg and Martinsville, with a call station at Danville and a relay station at Winchester, Va.; Chattanooga, Knoxville, Nashville and Kingsport, Tenn.; Charleston, Greenville, Spartanburg, Wallace, Anderson and Rock Hill, S. C.; Atlanta and Rome, Ga.



Interior view of efficient handling of freight in Associated Transport terminal.



Associated Transport truck winds through mountains of western North Carolina.

The two principal North Carolina firms included in the Associated Transport merger, both large and progressive trucking organizations, were Horton Motor Lines, Inc., Charlotte, and Barnwell Brothers, Inc., Burlington. Horton Motor Lines had been organized in 1928 by H. D. Horton who had taken over a struggling motor line at the request of its creditors. Within three years this firm, operating 14 trucks, had been straightened out to debt paid and the business was on a paying basis. It was then that Horton Motor Lines was organized to become the largest individually owned trucking company in America. Horton had expanded until it had 500 trucks traveling more than one and one-half million miles a month with 20 terminals in 10 states serving more than 6,000 communities. Horton covered the area between Atlanta and Pittsburgh and Scranton and New York City and was a remarkably successful firm when it was included in the Associated Transport merger.

Barnwell Brothers, organized in 1930 by James A. Barnwell and his brother, Robert W. Barnwell, had also become a large and successful trucking operation when it joined Associated Transport. This firm operated in Western and Central North Carolina in an area bounded generally by Asheville, Charlotte, Fayetteville, Raleigh, Norlina and Winston-Salem, with routes to Scranton, Penna., and New York City to the north and to Great Falls, S. C., on the south, with two franchises covering intrastate operations in Virginia.

Transportation, Inc., Atlanta, which was organized in 1939 and started operations early in 1940, also had a North Carolina connection. One of the two principal firms it took over was Transportation, Inc., Gastonia, then in receivership. Its operations were largely in East Tennessee, Western North Carolina and Northwestern South Carolina, with routes to New Orleans, La.; Pensacola, Fla.; Montgomery and Mobile, Ala. Southeastern Motor Lines also had a North Carolina connection. It operated regular routes between Nashville and Winston-Salem and northern points and had intrastate rights in North Carolina. The three other northern firms included in the merger were Consolidated Motor Lines with rights in New England states and in New York; McCarthy Freight System, with additional rights in New England and New York, and M. Moran Transportation Lines, with rights in New York and mid-Atlantic states and extending westward to Cleveland, Ohio.

Associated Transport has always maintained splendid employer-employee relations. The company sponsors a comprehensive group insurance plan, providing coverage to eligible employees of group life, accidental death and hospital medical and surgical benefits. A-T Employee Social Clubs, started in 1951

have resulted in better relations and have contributed much to the morale of all employees. Practical training projects are conducted at all levels of employees, aiding the workers in securing promotions to better jobs. Comprehensive programs based on analyses of training needs, providing methods of up-grading workers, based on job performance. Safety and recreational activities have been significant factors in strengthening relations in the A-T family. Valuable assets in the organization have resulted from various contests and awards and through publication of the company magazine, "The A-Ter".

H. D. Horton was conducting a small but successful tire and battery shop in Charlotte in the early 1920s when a group of friends, creditors of a small bankrupt firm, persuaded him to take over. His success brought him rapidly to the front in the trucking industry in North Carolina. When his firm became one of the units in the Associated Transport merger, he was named chairman of the Board of Directors. This position, as is so often the case, did not mean that "Buddy" Horton would rest on his laurels. He continues a definite and direct interest in directing the affairs of the larger corporation. In 1951 he was elected president of the American Trucking Association and thus became spokesman for six million men and women engaged in the trucking business in the United States. He is described as a man of vision and a problem solver and the man to set the right pace for the continuously expanding trucking industry in the United States. Even with his enlarged and continuing business connections he finds time for other community activities and takes a great delight in socializing with his friends and neighbors.

B. M. Seymour, New York City, is president of Associated Transport. Other officials are located in New York and in other areas in which Associated Transport operates. In addition to Mr. Horton, North Carolina has its share of important officials and key personnel in the organization. Among these are W. P. Davis, Burlington, vice-president-director of the Southern Division; B. H. Merritt, Burlington, assistant vice-president and regional manager, Southern Division; James A. Barnwell, Burlington, R. A. Biggers and B. S. Horton, Charlotte, directors; Ruth Gail Conger, Charlotte, director of Market Research, and O. P. Roberson, Charlotte, general sales manager, Southern Division.

CENTRAL MOTOR LINES
Charlotte

Central Motor Lines, Inc., Charlotte, with office at 1026 South Boulevard and terminal and garage at 2600 North Tryon Street, was organized in 1936 in Concord by J. H. Wiseman and L. T. Barringer for the purpose of taking over and buying the rights of several transfer firms, including D. C. Hawkins, of Madison, N. C., and Keller Transfer Co. of Hickory. After these firms had been acquired, the company had eight pieces of equipment and about a dozen employees. The authorized and paid in capital was $100,000. In 1938 the stock in the firm was taken over by Robert G. Hayes who operated it until 1948, except for a period of service in World War II.

In its first few years the company acquired other transfer companies and their hauling rights. These included Buck's Transfer, Lexington, in 1938; G. O. Evans, Parkersburg, W. Va., and B. & B. Cartage, Chicago, in 1940. In addition, the firm secured from the Interstate Commerce Commission an extension of rights to haul products between Philadelphia, Pa., New Jersey and points in North and South Carolina.

In 1946 Central Motor Lines moved its home office, terminal and garage from Kannapolis to Charlotte.

In addition to the home office, which it leased, and the terminal and garage in Charlotte, Central Motor Lines operates terminals in Greensboro (also a garage), Raleigh, Durham, Winston-Salem, Hickory, and Asheville in this State; in Greenville, Spartanburg and Columbia, S. C.; Augusta, Ga.; Clifton, New Jersey; Philadelphia and Chicago, and in addition, 18 call stations in the area. The company recently completed a new terminal building at 3435 South Cicero Avenue, Chicago, centered upon six acres of paved surface and at a cost of approximately $500,000.

Central Motor Lines has developed in recent years into one of the larger North Carolina Transfer companies operating extensively into Chicago and the New York metropolitan area. Value of plant and equipment, largely operating equipment, now stands at $1,829,397. The capital stock is $500,000, authorized and paid in. The 550 pieces of rolling equipment haul around 220,000 tons of freight annually, traveling about 14,400,000 miles. The firm employs an average of 640 workers with an annual payroll of around $2,150,000.

Central Motor Lines conducts an extensive safety program. This year it won a Certificate of Merit in a National Claim Prevention contest conducted by the American Trucking Association. Terminal Managers share in the profits from the program for reduction in damage. Local drivers share in cash awards that are based upon production.

In 1948 Paul H. Johansen assumed charge of Central Motor Lines. Native of South Dakota, Mr. Johansen had been engaged in transportation since 1923, including a tour of service in the U. S. Army from which he was discharged in 1922 at Fort Bragg. For several years he had been engaged in public and industrial transfer work for the public and Central Motor Lines was one of his clients. During World War II he served as head of transportation in the Textile, Clothing and Leather Division of the War Production Board. His operation of Central Motor Lines since 1948 has been conspicuously successful.

In addition to Mr. Johansen, president, other officers, directors and key personnel of Central Motor Lines are Howard Nelson and Joe K. Hall, vice-presidents; C. M. Misenheimer, treasurer, and E. T. Bost, Jr., secretary. Directors are Mr. Johansen, Mr. Bost, Robert G. Hayes and M. C. Hayes. Alex M. Johnson is traffic manager; Jerry E. Reid, director of safety and claims agent; Jesse W. Cole, director of maintenance, and John W. Martin, director of operations.

PILOT FREIGHT CARRIERS, INC.
Winston-Salem

Pilot Freight Carriers, Inc., Cherry Street at Polo Road, Winston-Salem, was organized in November, 1941, by R. Y. Sharpe, Joseph H. Gwyn and E. G. "Red" Lackey in a Winston-Salem restaurant over "hot dogs" and coffee. It was then and there that

these three men decided to go ahead with their plans to operate a freight carrier firm. They began operations with three trucks on December 1, 1941. From this modest beginning less than 12 years ago this firm has developed its business until it had gross revenue last year of more than $6,000,000.

After about seven months of operation these three partners incorporated under the North Carolina laws in June, 1942, with an authorized capital of $100,000 and paid in capital at that time of $20,000. Officers of the company are R. Y. Sharpe, president and general manager; J. H. Gwyn and H. C. Sharpe, vice-presidents; E. G. "Red" Lackey, secretary-treasurer and general sales manager; J. A. Kirkman, vice-president—traffic; and J. H. Thomas, vice-president—operations. The board of directors includes R. Y. Sharpe, H. C. Sharpe, J. H. Gwyn, J. H. Gwyn, Jr., Judge Allen H. Gwyn and E. G. Lackey. Mr. Lackey is a past president of the N. C. Motor Carriers Association and is still a director.

Pilot Freight Carriers operate over an eight state area from Georgia to the Canadian border. The states included are Georgia, South Carolina, North Carolina, Maryland, Pennsylvania, New Jersey and New York. Terminal cities serving the area are Amsterdam, Buffalo, Rochester, Syracuse and Utica, N. Y.; Asheville, Charlotte, Durham, Rocky Mount and Winston-Salem in North Carolina; Atlanta and Augusta, Ga.; Baltimore, Md.; Greenville and Spartanburg, S. C.; Hoboken, New Brunswick, Paterson and Trenton, N. J.; and Philadelphia, Pa.

From its small beginning of three men and three trucks, Pilot Freight Carriers has grown into a family of nearly 800 employees with an annual payroll last year in excess of $3,000,000. It has developed plant and equipment valued at approximately $2,857,600. The firm operates about 700 pieces of equipment including tractors, trailers, pick-up and delivery trucks. These figures, with its gross revenue this year that will reach approximately $9,000,000, give some idea of the wonderful expansion in less than 12 years of operation.

Although Pilot Freight Carriers has operated a training program for its truck drivers for several years, recently the firm decided to extend driver training to cover its non-driving personnel. The plan has already been made effective for about 150 non-driving employees in the Winston-Salem area and is being extended to another 150 workers outside the home area. Edward Scheidt, North Carolina Motor Vehicles Commissioner, commended the movement, stating that this pioneering practice will be followed closely by his office and that it will be used as a sort of laboratory in developing personnel training.

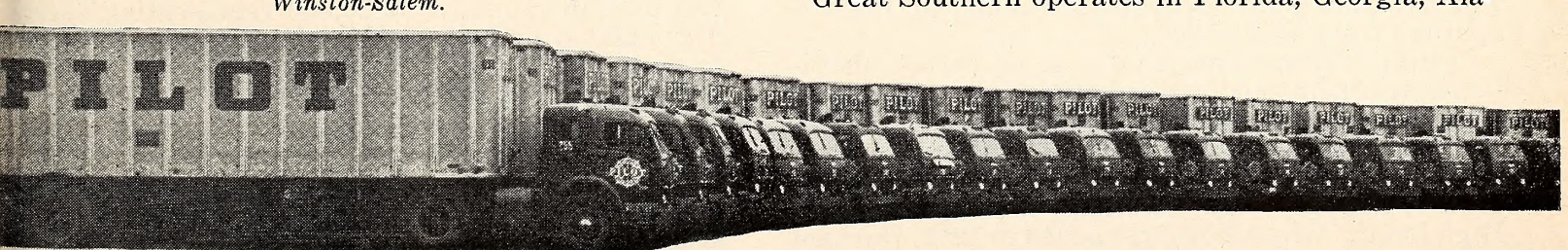
Mr. Scheidt went to Winston-Salem to bestow a driving award on Perry H. Reid, Winston-Salem, Route 3, who won the straight truck driver championship in the National Roadeo for the second time in St. Paul, Minn., last September. Reid drives a truck for Pilot Freight Carriers between Winston-Salem and Statesville.

Pilot employees are insured by the company and the premiums are paid by the company. They are also given hospitalization and sick benefits. If employees wish to include their families a nominal charge is made for the family participation. Family picnics and parties are enjoyed throughout the year, both at the home office and in the terminal cities.

Pilot also has adopted an ambitious plan to award college scholarships to high school seniors each year, taking the place of the former plan of giving Christmas gifts to customers. Under the new plan Pilot will award $500 scholarships to each winner in an annual essay contest on the value of motor transportation. Winners will come from the seven states in which Pilot maintains terminals: Georgia, South Carolina, North Carolina, Maryland, Pennsylvania, New Jersey and New York. An additional $500 grant-in-aid will be awarded to the school the winner selects. A new brochure for the 1953-54 school year has been mailed and entries are required by January 15.

Mr. Lackey announces that several hundred letters have been received expressing satisfaction with the scholarship award plan and congratulating the company on its inauguration.

Fleet of trucks operated by Pilot Freight Carriers, Winston-Salem.



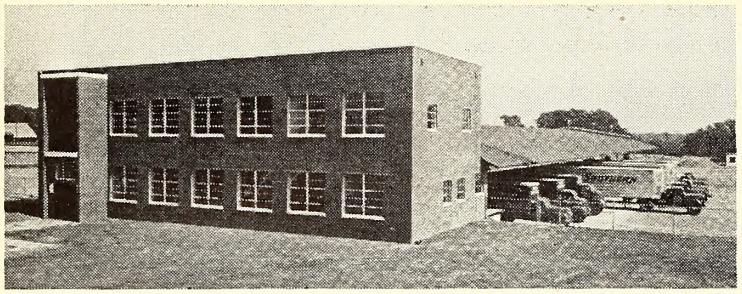
GREAT SOUTHERN TRUCKING CO.
Jacksonville, Fla.—Charlotte

The Great Southern Trucking Co., with headquarters in Jacksonville, Fla., and with extensive activities in North Carolina, was organized in 1936 by L. A. Raulerson by a consolidation of several smaller trucking firms owned and purchased by Mr. Raulerson. With a modest beginning Great Southern has developed into the 13th trucking firm in size in the nation with gross revenues approaching $13,000,000.

In Charlotte in 1930 Mr. Raulerson was operating the National Convoy and Trucking Co., now National Trucking Co., in hauling Ford cars for dealers served by the Charlotte assembly plant. When this assembly plant closed in 1932, Mr. Raulerson converted his trucks for hauling freight, the first loads having been the machinery from the assembly plant hauled to Norfolk. The firm purchased the H & L Line in Charlotte, largely old equipment, and started a schedule from Charlotte to Birmingham and Atlanta.

In 1933 the Atlanta and Florida Motor Lines began operation with two semi-trailers doing business in the first nine months of less than $6,000. Three years later this firm and other Raulerson firms were consolidated into the Great Southern. In 1938 this firm was the first of any truck line to receive an RFC loan, used for expanding the Jacksonville shops, general offices and warehouses.

Great Southern operates in Florida, Georgia, Ala-



Modern new terminal, recently completed in Charlotte by Great Southern Trucking Co., Jacksonville, Fla.

bama, North and South Carolina and Tennessee, in which states it has 63 terminals and agencies. Sixteen of these are located in North Carolina with terminals in Asheville, Charlotte, Durham, Greensboro, High Point, Raleigh and Winston-Salem and agencies in Asheboro, Burlington, Concord, Forest City, Gastonia, Reidsville, Salisbury, Shelby and Statesville. The firm hauled more than 40,000 tons of freight in North Carolina last year, traveling more than one and one-third million miles in the State.

Great Southern had gross income last year of between twelve and thirteen million dollars, about $900,000 of which was received in North Carolina. The firm operates a fleet of 1,240 tractors and trailers, about 20%, or 250 units of which are operated in North Carolina. Principal commodities hauled are dyes, tobacco, textiles and structural steel. About 1,600 persons are employed, 225 of them in North Carolina receiving salaries and wages of around $681,800 a year.

In Charlotte the firm owns property valued at about $15,000 in the State, exclusive of furniture and fixtures, even though most of the terminals in North Carolina are rented or leased. The firm has been located at 1325 Statesville Avenue for several years. Recently it purchased an eight-acre tract at 3500 Hutchinson Avenue and has just completed a modern new terminal on this site.

J. A. Ryder is president of Great Southern. He and other principal officials are located in the general offices of the company in Jacksonville, Fla. Emory Morris, an important official of the company for many years, is district manager in Charlotte and W. C. Sutton is district manager in Greensboro.

OVERNITE TRANSPORTATION CO.
Richmond, Va.

Overnite Transportation Co., with headquarters in Richmond, Va., but with more than half of its business handled and more than half of its payroll distributed in North Carolina, was started early in 1935 by James Harwood Cochrane, proprietor, who had previously operated a transfer business under his own name for several years. Mr. Cochrane started business with one tractor and one trailer. Now his firm operates a fleet of 433 units of equipment and will have an established gross revenue in 1953 of approximately $5,000,000.

Overnite Transportation Co. in its earlier operations, with home and general offices and terminal in Richmond, secured its first rights under the Grandfather Clause to operate between Richmond and High Point and Richmond and Winston-Salem. In 1938 it had only two terminals, at Richmond and High Point. Greensboro was added in 1939, Durham in 1940 and Charlotte in 1941. After Pearl Harbor facilities were expanded and terminals established in Winston-Salem, Raleigh, Wilmington and Henderson. After the war ended terminals were set up at Atlanta and Greenville, S. C.

During its earlier years of operation Overnite purchased additional lines, thus adding to its area of activities and equipment. Operating firms purchased included McLeod Transportation Co., Southern Consolidated Co., Piedmont Mountains Freight Lines (in part), Winchester Trucking Co., T & H Motor Lines and Brooks Transportation Co. (Va., in part). After its incorporation in 1947, Overnite acquired additional rights from Henderson Motor Express, Fleming Transfer (Va., in part), Lipe Motor Lines and Bush Transfer.

When Overnite Transportation Co. was incorporated in 1947, it operated 136 units of equipment. Officers and directors named were J. Harwood Cochrane, president; W. P. Hackettt, vice-president and treasurer; J. L. Amrhein, auditor; L. B. Cochrane, secretary; W. H. Young, asistant secretary. These are the officers today except that Granville B. Coleman was added as director and elected vice-president in charge of sales and traffic in 1952. Mr. Cochrane is the sole owner of the stock in the corporation.

Overnite serves daily more than 220 points in North Carolina spread over more than 1925 miles of highway. A. M. Price, Charlotte, is district agent for North Carolina. Terminals and agents are located in North Carolina cities as follows: Durham, R. L. Fortune; Greensboro, W. M. McNeil; Charlotte, O. E. Stoner; Winston-Salem, H. H. Blaine; Raleigh, Clark Webb; Hickory, J. A. Holcombe; Asheville, D. R. Woods; Wilmington, R. E. Corbett; Henderson, Eldern D. South; Roanoke Rapids, D. O. Burns, and Shelby, E. W. Haulk.

Overnite, when it started as a corporation in 1947, had paid in capital of $125,000 representing assets accumulated by Mr. Cochrane during his operation as proprietor. Today capital and surplus of the corporation exceed $900,000. Plant and equipment, including terminals and shops and the fleet of 433 pieces of rolling equipment, are valued at $1,600,000. Last year gross revenue was $4,358,000 while gross revenue during the first six months of 1953 showed a splendid increase reaching $2,440,000. Overnite has

AKERS WINS N. C. SAFETY TROPHY

Awards were presented to eight North Carolina Trucking firms in their respective classes for excellent highway safety records achieved in 1953 at the meeting of the Council of Safety Supervisors of the N. C. Motor Carriers Association in Charlotte December 14. Selections of winners were made by A. H. Graham, chairman, N. C. Highway Commission: Edward Scheidt, Motor Vehicles commissioner, and Stanley Winborne, Utilities Commission chairman.

Akers Motor Lines, Inc., Gastonia, won the State-wide fleet safety trophy, as the "North Carolina motor carrier fleet accomplishing the best over-all highway safety job, both within the State and with the driving public during the past year".

Also presented plaques in their respective classifications were:

General Commodities Division—Akers Motor Lines, Inc., Gastonia; Frederickson Motor Express, Charlotte; Silver Fleet Motor Express, Inc., Asheville.

Newspaper and Film Division—Carolina Delivery Service Co., Inc., Charlotte; Citizen Express, Inc., Asheville.

Private Carrier Division—College View Cleaners & Laundry, Greensboro.

Petroleum Division—Maybelle Transport Co., Lexington; Shamrock Transport Co., Winston-Salem.

657 employees with an annual payroll of $1,992,158. Of these workers, 400 are employed in North Carolina, receiving $1,032,970 in wages and salaries, or more than half of the entire payroll. Overnite operates shops as well as terminals in Richmond and Danville, Va.; Durham, Greensboro, Charlotte, Winston-Salem, Raleigh and Asheville, N. C., and in Atlanta, Ga.

The company sponsors a group insurance plan with life, and hospitalization coverage and sick leave payments. All employees receive a liberal bonus at the end of each year. Driving personnel participates in a special safety program which provides annual bonus payments based on each employee's safety record.

Mr. Cochrane, founder and owner of Overnite, is a native of Virginia and has been in the trucking business all of his mature life except for a brief early period with the Virginia Dairy Co. He is a Baptist and a member of the Richmond Optimist Club. In trucking activities Mr. Cochrane is Virginia vice-president of the American Trucking Association; is vice-president and director of the Virginia Highway Users Association and is a director (recently re-elected) of the North Carolina Motor Carriers Association.

MILLER MOTOR EXPRESS, INC.
Charlotte

Miller Motor Express, Inc., 2209 Dowd Road, Charlotte, was established early in 1930 by W. W. Miller, Jr., as individual owner by purchase of G & W Motor Express with franchise of two short lines and equipment of three used trucks. After 23 years of successful operation Miller Motor Express now operates 476 units from Atlanta to New York and will have an estimated income this year of $5,000,000.

When Mr. Miller took over G & W Motor Express, he acquired franchise rights to operate from Charlotte to Hamlet, N. C., and from Charlotte to Chester, S. C. Soon afterward he added to his three used trucks a tractor semi-trailer unit which the North Carolina Utilities Commission reported as the first unit of this type ever operated by a motor express line in North Carolina.

In 1931 a line was inaugurated from Rock Hill, S. C., to Winder, Ga., and a few months later the line was extended from Winder to Atlanta, which was the first line ever to operate between North Carolina and Georgia. Also in 1931 the company secured rights to extend its line from Hamlet to Wilmington, embracing a triangle from Laurinburg to Fayetteville to Lumberton and from Lumberton to Wilmington via two routes, one by Bladenboro and Clarkton and the other by Whiteville and Chadbourn.

Miller Motor Express began expanding its lines eastward and northward in 1932. It inaugurated a Charlotte to Norfolk line and a few months later extended that line from Norfolk to Philadelphia. Soon another line was inaugurated from Charlotte to Philadelphia via Richmond and Baltimore. For several years the company continued its expansion to cover the Piedmont areas of North and South Carolina and from Georgia to Pennsylvania. And in 1939 Miller began an intensive program of promotion through adoption of a policy of "Specialized Service". In 1940 the firm acquired the Wright Line from Norfolk to Philadelphia and New York City and environs. The next year it bought the equipment and franchise of P & F Motor Express from Charlotte to Wilmington and intermediate points. This was the firm's only competitor to Wilmington at that time.

Continuing to operate the P & F Motor Express line to Wilmington from the Clarkson Street warehouse, Miller Motor Express acquired a modern garage on Dowd Road at Wilkinson Boulevard. Because of rapid expansion of business handled, it became necessary to build a modern terminal adjoining the garage site with a warehouse large enough to handle the expanding business and with modern office space.

Miller Motor Express was incorporated in 1948 with an authorized capital of $250,000. At that time about 240 units of equipment were in operation; the company had about 250 employees and the gross annual income then was around $2,500,000.

Authority is granted Miller to transport general equipment except merchandise of unusual value and explosives and the firm is duly qualified to handle in-bond shipments. The company has operating rights over regular and irregular routes along the Atlantic Seaboard from Atlanta to New York and in the states of Georgia, the Carolinas, Virginia, Maryland, Delaware, Pennsylvania, New Jersey and New York. Intrastate rights are held in North and South Carolina. Terminals are operated in Atlanta, Ga.; Anderson, Greenville, Spartanburg, Columbia and Rock Hill, S. C.; Charlotte, Rockingham, Fayetteville and Lumberton, N. C.; Norfolk, Va.; Farnhurst (Wilmington), Del.; Philadelphia, Pa., and Brooklyn, N. Y.; with agencies in Chester, S. C.; Wilmington, N. C., and Baltimore, Md.

Miller Motor Express has expanded its business until the estimated gross income for 1953 will be approximately $5,000,000. Capital and surplus have been expanded to reach around $1,500,000 and depreciated value of plant and equipment is about $1,250,000. The firm now employs 625 workers and the estimated payroll for 1953 is $2,250,000.

Officers and directors of Miller Motor Express are W. W. Miller, Jr., president and treasurer; E. T. Kramer, vice-president and general manager, and W. C. DeLany, secretary and chief accountant. Other key personnel includes J. S. Hinton, assistant general manager; H. R. Brown, sales manager; H. L. Vaughn, traffic manager; F. W. Ward, director of safety; E. L. Roberson, claim agent; D. L. Powers, northern division manager; W. C. Bradley, eastern North Carolina division manager, and W. J. Zane,

WHY SOME FIRMS OMITTED

Names of trucking firms to be represented in this issue by special articles were selected by various officials and individuals, since it was manifestly impossible to carry items on all trucking firms and other transportation organizations. Efforts were made to get information on all included in the list, but because of conditions along the line, some are omitted, through no fault of The Editor. Among those omitted which were due to be used are the following:

CAROLINA FREIGHT CARRIERS CORP.
Cherryville

P. T. HUFFMAN TRANSFER, INC.
Greensboro

BOTTOMS-FISKE TRUCK LINES, INC.
High Point

MILLER MOTOR LINE OF N. C., INC.
Greensboro

CHILDRESS TRANSPORTATION CO.
Sanford

South Carolina division manager.

Mr. Miller, founder and president of Miller Motor Express, is a native of Rock Hill, S. C., and a graduate of the University of South Carolina. He is a Presbyterian, a Mason and a Shriner. At present he is first vice-president of the North Carolina Motor Carriers Association.

Miller Motor Express several years ago inaugurated a safety award program for its drivers. Through this medium and the careful selection of personnel, the company has been able to maintain a good record in this field. This year Miller Motor Express was presented a plaque by its insurance carrier as evidence of the accomplishments in this respect.

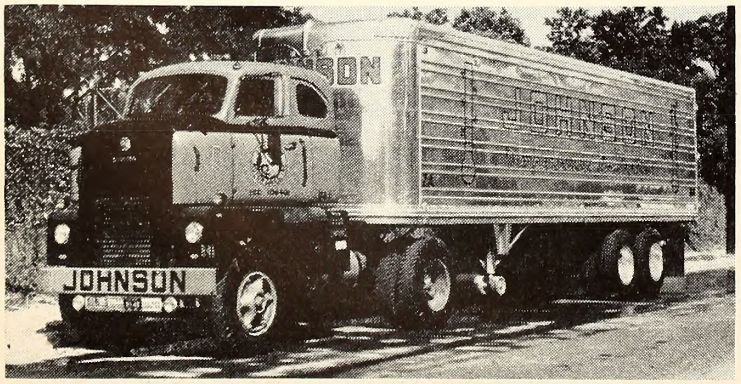
(Thurston Motor Lines, due along here, on Page 154)

JOHNSON MOTOR LINES, INC.
Charlotte

Johnson Motor Lines, Inc., 2426 Hutchinson Ave., Charlotte, previously organized and incorporated to take over operations of Davis Motor Lines, Inc., began operations January 1, 1946, organized by four men experienced and expert in modern transportation and headed by J. N. Johnson. This organization has expanded and developed to such an extent in seven years that its gross annual revenue in 1952 exceeded $9,000,000, placing it sixth in size on the Eastern Seaboard and 36th in size in the entire United States. In its brief existence its record is one of efficient operation and remarkable expansion.

The predecessor company, Davis Motor Lines, Inc., was formed late in 1944 and obtained franchise rights through purchase of other company rights. Primary business was handling army and navy traffic during the war with limited commercial accounts. In 1945 gross revenue was around $400,000 and the firm employed 41 workers and operated 31 pieces of equipment. General office and terminal were located in Charlotte with a New York City terminal and three agencies. Due to the loss of Army and Navy traffic as World War II ended, this company, with little extensive outside business, continued to lose revenue and faced a serious condition.

At that time four experienced motor transportation men, J. N. Johnson, J. D. Kluttz, F. O. Beatty and L. A. Murray, all former key officials with Horton Motor Lines, Inc., and later with Associated Transport, Inc., decided to organize a new corporation and take over the Davis Motor Lines' rights, franchises and business. These principal stockholders formed the original board of directors and officers with J. N. Johnson, president; J. D. Kluttz, executive vice-president; F. O. Beatty, secretary, and L. A. Murray, treasurer. These officers, with W. A. Johnson, brother of J. N. Johnson, as vice-president in charge of operation, and R. P. Cunningham, elected assistant secretary and assistant treasurer in 1949, constitute the present executive staff.



Power aplenty in this unit of Johnson Motor Lines, Charlotte.

These progressive officials from long experience knew modern traffic conditions in the area of operation. J. N. Johnson had been vice-president of operations of Horton Motor Lines and later was director of operations of Associated Transport. J. D. Kluttz had been vice-president of sales and traffic for Horton and director of sales for Associated Transport. L. A. Murray and F. O. Beatty had been associated in the general office set-up with Mr. Johnson and Mr. Kluttz in their former capacities.

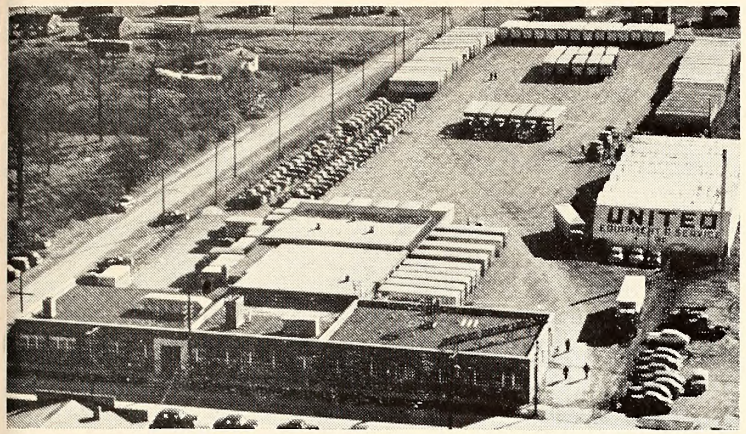
In addition to establishing the home office, terminal and garage in Charlotte, Johnson Motor Lines took over the terminals and call stations formerly operated by Davis Motor Lines, expanded their facilities and established new terminals and call stations along the Atlantic Seaboard from Boston to Atlanta. The 19 principal terminals are now located in Atlanta, Clearwater, Columbia, Greenville, Spartanburg, Wallace and Charleston, S. C.; Charlotte, High Point and Marion, N. C.; Baltimore, Philadelphia, Avenel and Hawthorne, N. J.; New York City, Stratford (Bridgeport), Conn.; Pawtucket, R. I.; Medford (Boston) and Lawrence, Mass., with recent call stations established at Trenton, N. J., and Morrisville, Pa.

Johnson Motor Lines last year had gross revenue of $9,051,000 with indications that a sizable increase will be shown this year. The value of its plant and equipment has increased to $3,210,000 and the capital and surplus is now $1,225,000. This year the company employs 850 workers and has an annual payroll of $4,000,000, approximately 37½% ($1,500,000) of which is distributed in North Carolina. Last year's 656 units of rolling stock (now 725) handled more than 577,000,000 pounds of freight hauled over more than 20,000,000 miles of its routes.

Johnson provides a group insurance plan, partially paid by the company, including life, sickness and hospitalization with surgical and medical provisions. The company has established a profit sharing plan by which all profits above a certain amount are set aside in an employee retirement fund in which the employees are eligible after 90 days of service. Certificates are distributed to employees annually indicating the amount in this plan. During the past two years certificates for $250,000 have been distributed to all eligible employees.

The Johnsoneers' Club is a social organization of employees sponsoring four social functions annually and the Flower Club provides flowers for employees in the hospital, gifts to employees upon marriage and on other occasions. Employees pay small monthly dues and fees to maintain these clubs. Clerical employees who are paid on an hourly basis are granted six days a year of sick leave. Employees with the company on January 1 are granted one week's vacation each year extended to two weeks for those who have been employed for four years.

Johnson Motor Lines officials are justly proud of the company's safety program handled by W. W. Carter, director of safety and personnel. Its purposes are to prevent vehicular and personal accidents and injuries. The company maintains an effective



Modern general offices, terminal and warehouse of Johnson Motor Lines, Charlotte.

system of screening applicants for positions through a complete check of their background and determines their efficiency through various psychophysical tests, including visual, hearing, eye-foot and eye-finger reactions, distance judgment, steadiness, night vision and others which reveal deficiencies which might prove dangerous. Strict medical examination prescribed by the Federal Government is given and demonstrations of ability in vehicle inspection, starting and driving under experts are required. Instruments for administering these tests are installed in a "Mobile Safety and Personnel Clinic" which travels through the 11 states and to the 19 terminals to administer the tests.

Five full-time fleet safety engineers, former drivers, are employed to inspect vehicular equipment and terminals, road testing for drivers and observe drivers in action. They hold periodic safety meetings with the drivers stressing various preventive methods. Late in 1952 Johnson Motor Lines instituted a program in prevention of personal injuries which so impressed the compensation insurance carrier, that the program was distributed to all of the branch officers of the insurance carrier as an example of personal injury prevention in the transportation industry. Safety awards are given annually to freight handlers and drivers not in personal injuries during the year. The company adds points for each non-accident month which are redeemable for electric clocks, luggage, sporting goods and other merchandise.

Johnson Motor Lines points with pride to a reduction in accident frequency in 1952 by 25% of the 1951 record. Since inaugurating this program the company has achieved a 35% reduction in the number of compensable Workmen's Compensation cases.

J. N. Johnson, president, is a member of the Society of Automotive Engineers of America, a member of the National Defense Transportation Association and was one of five civilian experts on Transportation for the Federal Government during World War II. He is a Baptist, Elk, enjoys hunting and fishing and makes a hobby of collecting old vases and old coins.

W. A. Johnson, a brother, vice-president of operations, is a member of the Operations Council American Trucking Association. He is a Baptist, Moose and an Elk, enjoys fishing and hunting and is an expert in his hobby of making miniature trucks.

J. D. Kluttz, executive vice-president, a native of Salisbury, was for 18 years with the operating department of the Southern Railway. Later he ran a direct mail advertising service, and developed systematic controls in business now used by Johnson Motor Lines. His official duties with Horton Motor Lines rounded out his experience for his present position. He is a member of the Board of Governors of Common Carriers Conference and Committee of 100 (composed of 100 of the largest motor carriers in the nation) of American Trucking Association and on the Board of Directors of the North Carolina Motor Carriers Association. Mr. Kluttz belongs to numbers of civic, business and traffic clubs, is a Presbyterian, a Mason and a Shriner and finds diversion in golf.

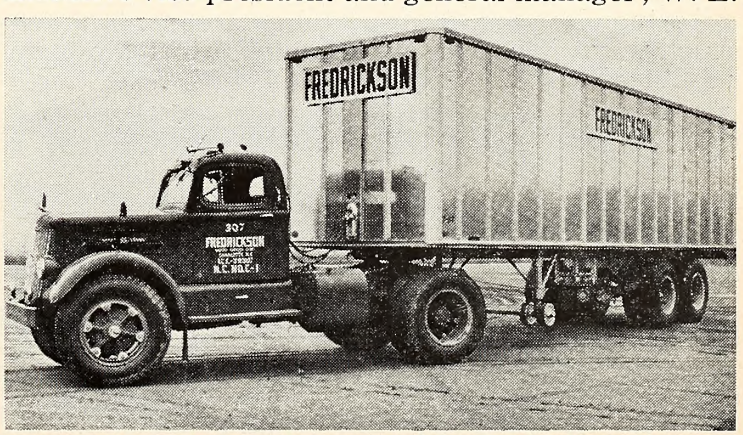
FREDRICKSON MOTOR EXPRESS CORP.
Charlotte

Fredrickson Motor Express Corp., 3400 Hutchinson Ave., Charlotte, organized in 1919, was the first motor carrier to operate in North Carolina. The late Charles H. Fredrickson, organizer, began by driving one truck to and from Statesville. Now the firm he started is the largest operating entirely within the State and has more trucks on the State's highways than any other North Carolina firm. His first site was located on East 11th Street and two or three other sites were used before the home office, terminal and garage were located on a 15-acre site on the edge of Charlotte, June 1, 1949.

Gradually Fredrickson Motor Express extended its lines to Greensboro, Winston-Salem and Salisbury. The firm was incorporated in 1926 with an authorized capital of $50,000. At that time the firm operated 12 trucks and had about 20 employees. Then and for several years the officers were Charles H. Fredrickson, president; Mrs. Carolyn G. Fredrickson, vice-president, and W. E. Price, secretary-treasurer.

Fredrickson Motor Express is a regular route common carrier and was issued North Carolina Certificate C-1, the first issued after the motor carriers' act was passed in 1947 by the North Carolina General Assembly. The company operates to about 250 points daily within the State, outlined generally by the cities of Charlotte, Hendersonville, Asheville, Mount Airy, Burlington area and Greensboro, its lines covering most of the Piedmont and mountain areas.

Mr. Fredrickson died in 1947 and was succeeded as president by Mrs. Fredrickson (inactive). Other officers and key personnel include A. Earl Clontz, executive vice-president and general manager; W. E.



One of the hefty units operated by Fredrickson Motor Express Corp., Charlotte.

Price, secretary-treasurer (inactive); H. L. Neely, assistant vice-president and assistant secretary; E. W. Fredrickson, son of the founder, assistant treasurer and director of safety; R. A. Stephens, traffic manager; H. B. Smith, sales manager; C. E. Medford, claims agent; H. L. Carter, superintendent of transportation; R. W. Brown, superintendent of maintenance, and J. W. Carpenter, Charlotte terminal manager.

In addition to the Charlotte headquarters, including an office building 50 x 100 feet, a garage 50 x 200 feet and the terminal 60 x 250 feet, Fredrickson maintains terminals in Asheville, Concord, Gastonia, Greensboro, Hendersonville, Hickory, High Point, Lexington, Marion, Mount Airy, Salisbury, Shelby, Statesville and Winston-Salem.

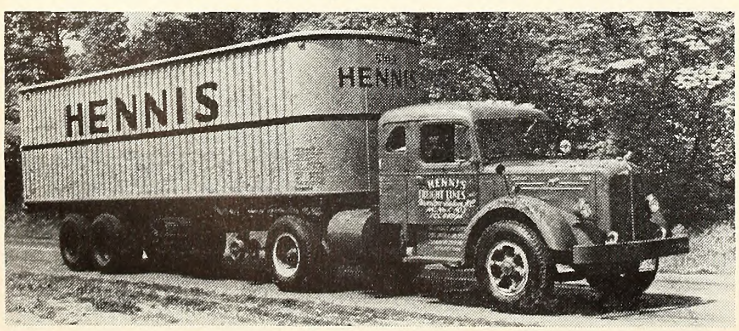
Fredrickson has developed its within-the-State business to the extent that the gross annual income is approximately $2,250,000. Its plant and equipment, including terminals and 260 units, embraced in 100 semi-trailers, 70 tractors and 90 straight trucks, are valued at around $750,000. The firm's capital and surplus have been increased to $600,000. The firm has an average of 325 employees with an annual payroll of around $1,200,000. The 260 units travel annually approximately four million miles and haul each year around 300,000,000 pounds of freight.

Fredrickson's Division of Safety maintains special safety equipment for testing drivers before they take the road as to accuracy, vision, reflexes and other qualities necessary for safe driving. Gifts are presented annually for safe driving and awards are made and certificates presented for outstanding records in motor carrier loss prevention. Last April the firm was presented an insurance award and certificate of commendation for its record in highway safety. Annual meetings of the personnel are held in the various terminals at which safety plans and other policies of the company are outlined by Mr. Clontz, executive vice-president and general manager.

Fredrickson has built its extensive business on the basis of broad policies established by "Charlie" Fredrickson, including safe, speedy and dependable service, policies which have been maintained and continued by Mr. Clontz.

HENNIS FREIGHT LINES, INC.
Winston-Salem

Hennis Freight Lines, Inc., Box 612, Winston-Salem, had its beginning in Mount Airy in 1933 when two brothers, S. A. Hennis and H. L. Hennis, formed a partnership and started hauling freight in a very small way. These brothers hauled principally manufactured tobacco products and furniture, northbound, with return movements of certain specified commodities, southbound. The original operating rights of the firm were acquired under the Grandfather Clause of the Motor Carriers Act, administered by the Interstate Commerce Commission.



Power and space mark this heavy unit operated by Hennis Freight Lines, Winston-Salem.

S. H. Mitchell, early in 1945, purchased Hennis Freight Lines, incorporated the firm under its original name, moved the headquarters to Winston-Salem and acquired the operating rights from four other companies. At the time of the purchase the equipment consisted of five tractors and 11 trailers. Through acquiring operating privileges of these four companies the scope of operations has been expanded to include general commodities from the States of North Carolina, South Carolina and Virginia to Ohio, Indiana, Michigan and the Chicago Commercial Zone and return, and to haul general commodities on the East Coast between North and South Carolina points and Baltimore and Philadelphia.

Under Mr. Mitchell's leadership this company has moved forward rapidly. In the eight years of his ownership equipment has been steadily increased and modernized, new buildings have been erected and new terminals established. Beginning with less than 25 employees, the firm now employs in excess of 500 people with an annual payroll of around $3,000,000. In addition to the home office and terminal in Winston-Salem the firm now operates 15 terminals, located in Greenville, S. C.; Charlotte and Greensboro, N. C.; Richmond and Norfolk, Va.; Cincinnati, Columbus, Toledo and Akron, Ohio; Detroit, Chicago, Indianapolis, Baltimore and Philadelphia.

Business of the firm has expanded to such an extent that the dollar volume now runs from $6,500,000 to $7,000,000 a year.

Due to the mountainous terrain which is traveled by the company fleet, the equipment necessarily must be extremely heavy. Present equipment is of the cab-over-diesel type with sleeper cabs and allows two-man operations. Hennis Freight Lines now operates 55 pick-ups and service trucks, 154 tractors and 310 trailers. Because of the use of two-man operations the company is able to offer a transit time to a distant point, such as Chicago, in 28 hours.

Through these years Mr. Mitchell has always sought to perfect new operations to keep modern and thoroughly up-to-date and to add departments and systems necessary in carrying through this program. New safety measures and methods are being put into effect constantly by the Safety and Personnel Department. The Accounting Department recently has instituted IBM equipment which has proved a valuable aid. Materials dealing with rate structures and decisions involving the flow of traffic, as well as ICC hearings, are handled by the Traffic Department. The Sales Department constantly seeks to keep all customers informed of the advantages of Hennis service and to increase that service.

All phases of operation of the many terminals is handled by the Operating Department. Maintenance of the large fleet presents many problems and new methods are being sought constantly and are being used in that department to keep the equipment rolling through all kinds of weather and all types of conditions. Each of these departments plays a vital role in the continued growth and expansion of the firm.

Officers and principal management personnel of

Hennis Freight Lines include S. H. Mitchell, president; W. R. Moore, vice-president; C. L. Packard, secretary-treasurer; Frank C. Philips, traffic manager; Newell G. Colley, general sales manager; W. L. Frigon, director of Industrial Relations; A. C. Vacca, operations manager, and D. L. Ferguson, maintenance superintendent.

Heavy Machinery

TURNER TRANSFER, INC.

Greensboro

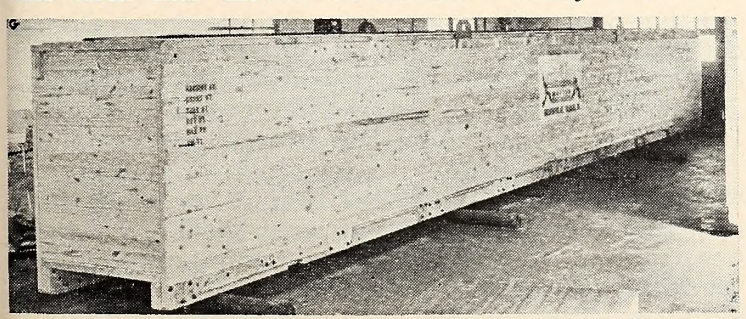
Turner Transfer, Inc., moving engineers, High Point Road, Greensboro, was started in 1926 by Guy M. Turner as individual owner, thus becoming the oldest interstate operator in North Carolina. Although starting modestly, this firm has developed into the largest heavy machinery mover in the State and one of the largest in the nation, operating in 31 states in the nation, in Canada and Mexico and handling many large orders to foreign nations throughout the world.

When Mr. Turner started operation with equipment valued at $10,000 to $12,000, his firm was then the best and largest of its kind in the State. During the 27 years of operation Turner Transfer has continued to maintain this position of leadership. In 1945 Mr. Turner opened an office and built a terminal at Lorane, five miles from Reading, Pa. This site has been developed until it compares favorably with the modern terminal and storage group of buildings just outside the city limits of Greensboro.

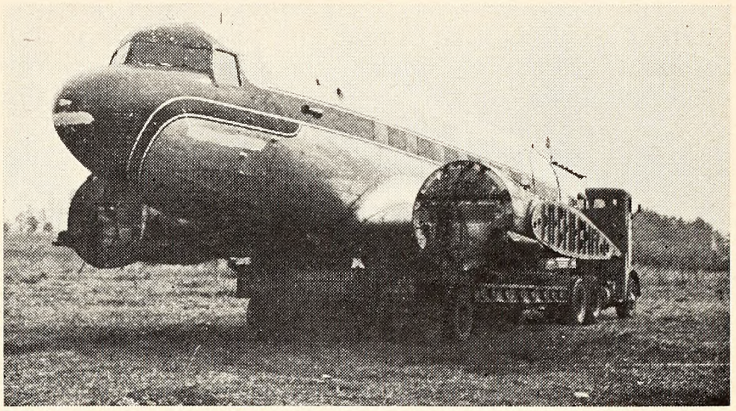
Prior to 1948 the firm's name was Turner's Transfer. In that year the firm was chartered as Turner Transfer, Inc., with 1,000 shares of stock at no par value. Officers are Guy M. Turner, president and treasurer; F. D. Turner, his brother, vice-president, and W. C. Collard, secretary. The two Turner brothers and W. C. Collard, Greensboro, form the board of directors.

At present Turner Transfer owns the two plants and equipment valued at approximately $1,000,000. The firm employs approximately 125 workers, about half in North Carolina and the other half at the northern headquarters near Reading, Pa. The annual payroll at both places is approximately $365,000. Group health accident insurance is carried on all employees and salaries are paid continuously while workers are out due to sickness or injury. A 48-hour work week is observed.

Turner Transfer has established a splendid reputation for efficient, speedy and satisfactory operations. While it handles all types of machinery, the reputation has been developed through handling large and heavy machines. On numerous occasions this firm has moved 30-section hosiery machines



Heavy machine, 54 feet long, weighing 21 tons, crated for shipment to Germany by Turner Transfer, Greensboro.

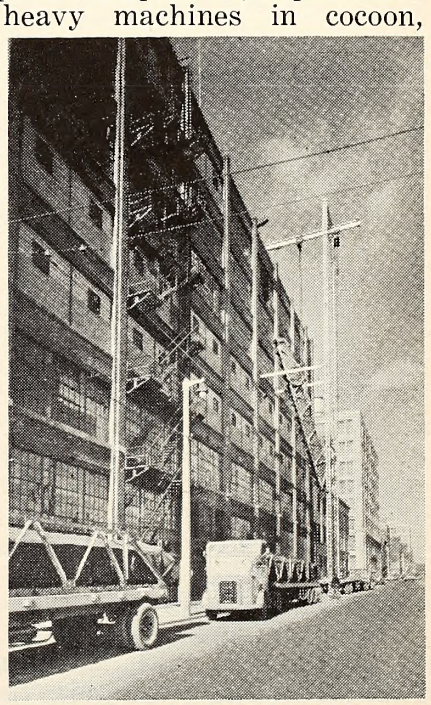


DC-3, sans wings and landing gear, loaded on tractor and semi-trailer of Turner Transfer, Greensboro.

weighing 21 tons and with dimensions of 54 feet long, six feet high and 4 3/10 feet wide. One of its recent feats was moving a tie knitting machine weighing 14 tons from the ninth floor of a building just off Fifth Avenue in the heart of New York City and transporting it to a new site on Long Island. Another recent achievement was placing six dryer and mixer rotary tanks weighing 40 tons and 40 feet long by 11 feet in diameter on the second and third floors of a new building. Hosiery machines have been moved through the years for Mock, Judson, Voehringer Co., Greensboro; the Celanese Corporation of America, New York City; Julius Keyser & Co., Quebec; Phenix Hosiery Co., Milwaukee, Wisconsin; Hudson Hosiery Co., Charlotte, and numerous others.

Among its activities Turner Transfer has cocooned, crated and transported heavy machinery and delivered it to ports of debarkation to such faraway places as South Africa, Venezuela, Puerto Rico, Mexico, Ireland, England, France, Germany and other foreign countries. Usually a representative of a firm follows the shipments to foreign countries to make sure they are handled properly and reach their destinations in splendid conditions. In the Greensboro and Reading shops are carpenters, experienced in wrapping these heavy machines in cocoon, a moisture resistant plastic, and building around the machines wooden crates to prevent outside damage.

Turner Transfer owns and operates six Tandem tractors with 40 feet semi-trailers operating on 18 wheels with 10.00 by 22 tires. These tractors can handle 72,000 pounds without overloading. In addition, the firm operates 40 tractors and 50 trailers. Most of the tractors and trailers used by Turner Transfer are equipped with Gardner engines



Turner Transfer lowering 14-ton machine, 46 feet long, from seventh floor in Milwaukee, Wis.

built in England. In its machine shops the firm builds its own bodies in addition to overhauling and repairing its rolling stock. The company has developed numbers of improvements on its equipment, several of which have been copyrighted.

Guy M. Turner is the moving force behind the development and expansion of Turner Transfer. A native of Clifton Forge, Virginia, he was a locomotive engineer on the C & O Railroad running from Cincinnati to Chicago for a few years. Later he started trucking in Peru, Indiana, and then moved to more open territory, locating in Greensboro in 1926.

YOUNGBLOOD TRUCK LINES, INC.
Fletcher

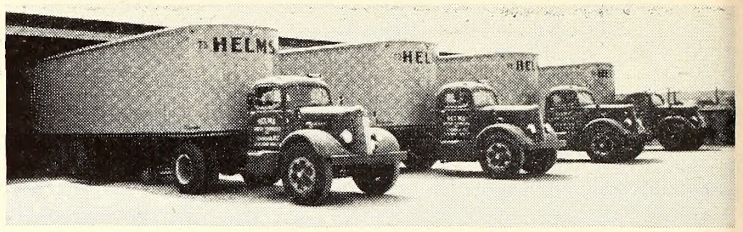
Youngblood Truck Lines, Inc., Fletcher, had its beginning in 1933 when J. N. Youngblood, who had operated a garage at Fletcher for several years, began operating one truck for hire which he drove himself. His principal activity was hauling paper from Canton to points in Ohio and bringing back any kind of freight he could secure. He also hauled general commodities between points in the Carolinas, Georgia, Tennessee and Ohio. Today this firm has a gross income of approximately $2,500,000 annually.

In 1935 when the Motor Carriers Act was passed, Mr. Youngblood was certified to haul general commodities in the six states listed above. By 1937 he had five trucks in operation and opened up the terminal at Fletcher. His business continued to prosper and by 1940 he had approximately 20 units and about 20 employees. Here he erected a larger terminal and established his own garage and tire-capping plant. In the next few years he added additional equipment and opened up additional terminals at Cincinnati, Spartanburg and Greenville, S. C., and Charlotte. Still later terminals were opened at Louisville, Ky.; Akron, Ohio; Columbia and Charleston, S. C., and at Hickory.

Operating the business as private owner under the name of J. N. Youngblood Truck Lines, the firm was incorporated under its present name July 1, 1948. J. N. Youngblood is president and general manager; J. C. Youngblood, vice-president and assistant general manager; O. G. Tandy, secretary-treasurer and sales manager. These are the directors of the corporation. Other executives are W. H. Youngblood, operations manager; S. N. Youngblood, Western Carolina salesman; H. B. Sinclair, traffic manager; P. D. Kiser, office manager, and R. H. Marshall, auditor.

Youngblood Truck Lines has a gross income of approximately $2,500,000, with capital and surplus of $320,000 and plant and equipment, including the ten terminals and rolling stock, are valued around $1,000,000. The firm now operates 265 units, employing around 250 workers with an annual payroll of $800,000. Of these, about 185 workers operate in and out of North Carolina, drawing salaries and wages of about $550,000. The company owns a ten-acre site for the home office, garage, terminal and capping plant at Fletcher.

The company established a safety department about two years ago. In conjunction with contributions from the employees, the company maintains group, life, health, accident and hospitalization insurance for the employees.



Modern trucks at home terminal of Helms Motor Express in Albemarle.

HELMS MOTOR EXPRESS, INC.
Albemarle

Helms Motor Express, Inc., Albemarle, was organized by Carl L. Helms, Sr., in April, 1929, with three Chevrolet units used in hauling merchandise between Albemarle and Charlotte. This firm has developed over the years into one of the important trucking companies in North Carolina operating entirely within the State. Mr. Helms died in 1931.

Helms Motor Express was incorporated September 1, 1951, with $75,000 of paid-in capital held by Mrs. A. D. Burton, his widow; A. D. Burton and C. L. Helms, Jr. Officers at that time were A. D. Burton, president and general manager; Carl L. Helms, Jr., vice-president, and Mrs. A. D. Burton, secretary and treasurer. As of May 1, 1953, the stock interests of Mrs. A. D. Burton and Carl Helms, Jr., were purchased by T. F. Morgan, J. R. Helderman, F. L. Priester and R. L. Brown. Present officers of the company are T. F. Morgan, president; J. R. Helderman, vice-president; F. L. Priester, secretary and treasurer; R. L. Brown, Jr., general counsel, and A. D. Burton, general manager. E. J. Pondo is assistant treasurer and controller.

Helms Motor Express holds franchises as a common carrier of general commodities, some of the principal items of which are rugs, yarn, hosiery, canned goods, auto parts, confections, electrical appliances, tires and tubes. The firm, operating entirely in North Carolina, serves areas in the vicinities of its principal terminals of Albemarle, Asheboro, Charlotte, Durham, Fayetteville, Goldsboro, Greensboro, Greenville, Raleigh, Sanford and Troy, with call stations in Burlington, High Point, Salisbury and Dunn.

Helms Motor Express has developed its business until it has an annual gross revenue of approximately $800,000. The firm operates 150 transportation units and has an average of 175 employees with an annual payroll of approximately $342,000. In addition to the home office and terminal the firm operates a garage at the Albemarle site.

KILGO MOTOR FREIGHT, INC.
Charlotte

Kilgo Motor Freight, Inc., 2041-9 South Tryon Street, Charlotte, one of the oldest motor freight carriers in the South, now operates from Charleston, S. C., to New York City and produces an annual gross income in excess of one and one-third million dollars.

When John C. Kilgo, a young man with $450, settled in Charlotte in 1920, he bought one truck with open cab, carbide lights, no windshield, a straight body and solid tires, and began moving, storage and trucking operations. One of Mr. Kilgo's principal activities was hauling dynamite for blasting purposes over routes without roads and to points which

later became places. Long trips were rare as were good roads in those days. In 1923 Mr. Kilgo purchased another truck and added a driver, mechanic and one other helper.

In 1926 Kilgo Transfer Co. was incorporated with an authorized capital of $50,000 and with $5,000 paid in. At that time gross receipts amounted to around $50,000, the company operating four pieces of equipment and having seven employees. John C. Kilgo was president; Mrs. Ruth R. Kilgo, his wife, was vice-president, secretary and stenographer, and H. M. White was treasurer. These officers were directors of the new corporation.

By 1940 the firm had 20 employees and operated 21 pieces of equipment. Gross annual receipts had reached $109,000. Six years later the gross receipts were $285,000. Fifty workers were employed and 31 pieces of equipment were in operation.

In 1950 the firm amended its charter, changing the name from Kilgo Transfer Co., Inc., to Kilgo Motor Freight, Inc.

Last year Kilgo Motor Freight had gross receipts of approximately $1,390,000, operated 75 pieces of equipment with a valuation of around $155,000. Mr. Kilgo individually owns the office building, garage and terminals. Capital and surplus is placed at $65,000 and the firm now employs 147 workers with an annual payroll of approximately $500,000.

Kilgo Motor Freight is authorized to haul general commodities, one important item of which is all classes of high explosives. Other important items handled are textiles, paints, machinery, finished rugs, floor coverings and clothing. In spite of the danger involved in handling high explosives no deaths have been caused to the public as a result of the operation of Kilgo trucks in the 33 years of operation and only one driver has been killed while on duty.

In addition to the general office, garage and terminal in Charlotte, Kilgo maintains sales offices in New York and Charlotte. Terminals are operated in New York City, Jersey City, N. J.; Philadelphia, Pa.; Baltimore, Md.; Raleigh and Hickory, N. C.; Columbia, Charleston, Darlington and Greenville, S. C., and receiving stations are located in New York City and Long Island City, N. Y.

Kilgo operates a profit sharing bonus plan by means of which 20% of the gross earnings of the company are distributed to the employees on an equal basis. For this purpose the fiscal year ends November 30.

Kilgo holds quarterly sales, operations and safety conferences for terminal managers, traffic representatives and drivers. Each year an annual banquet is held around Christmastime for white and colored employees, separately, at which safety awards and other prizes are presented.

The company provides group life insurance and hospitalization with surgery for all of its employees. Paid vacations are provided for all employees who meet the length of service requirements.

Mr. Kilgo owns a rustic lodge on Lake Hickory, near Hickory, to which all white employees have access. He also makes accessible to his employees a lake on his farm near Mint Hill in Mecklenburg County.

Present officers of Kilgo Motor Freight include John C. Kilgo, president; R. E. Hall, his son-in-law,



Fleet of trucks operated by Kilgo Motor Freight, Charlotte.

executive vice-president and general manager; J. L. Kendrick, vice-president and general traffic manager; T. C. Brown, secretary and controller, and Mrs. Ruth K. Hall, daughter of the president and wife of the executive vice-president, is treasurer of the company. Other department heads are T. C. McIlhenny, assistant general traffic manager; J. W. Brooks, operations manager; J. F. Howell, sales manager; W. F. Rothwell, maintenance supervisor, and J. D. Willis, office manager.

John C. Kilgo, founder of the firm, is a native of Durham and the son of Bishop John C. Kilgo of the Methodist Church, who was for a number of years president of Trinity College (now Duke University). Mr. Kilgo was in the U. S. Army in World War I and was discharged in 1919. In the next year he located in Charlotte, purchased a truck, paying $450 down, and began trucking, warehousing and moving operations. He did all the work himself for about two years. Then he was able to add his second truck and hire a driver. By hard work and close application he has developed his trucking business into a very successful and satisfactory enterprise. Although directing the freight line, he has turned over many of the details of the operations to his son-in-law, R. E. Hall, who has become executive vice-president and general manager.

LEWIS & HOLMES MOTOR FREIGHT CORP.
High Point

Lewis & Holmes Motor Freight Corp., North Main Street, High Point, was started in 1930 when D. M. Lewis and N. P. Holmes purchased a Ford one and one-half ton truck and started hauling new furniture, desks and caskets from High Point to points in North Carolina, South Carolina, Georgia, Florida, Alabama and Tennessee. This firm thus became the second oldest freight operator from the Carolinas to Atlanta.

In 1933 the business was incorporated with authorized capital of $100,000. D. M. Lewis is president, N. P. Holmes, vice-president; William D. Lewis, secretary-treasurer and general manager, and Robert B. Stanley is traffic manager. The three principal officers compose the board of directors.

Lewis & Holmes operates its trucks over 1,500,000 miles of routes annually. Its plant and equipment, including three additional terminals in North Carolina, are now valued at approximately $500,000. The firm employs approximately 100 workers and has an annual payroll of approximately $300,000.

Its North Carolina terminals, in addition to the headquarters at High Point, are located at Winston-Salem, Greensboro and Charlotte, while terminals are also operated in Spartanburg, Greenville and Co-

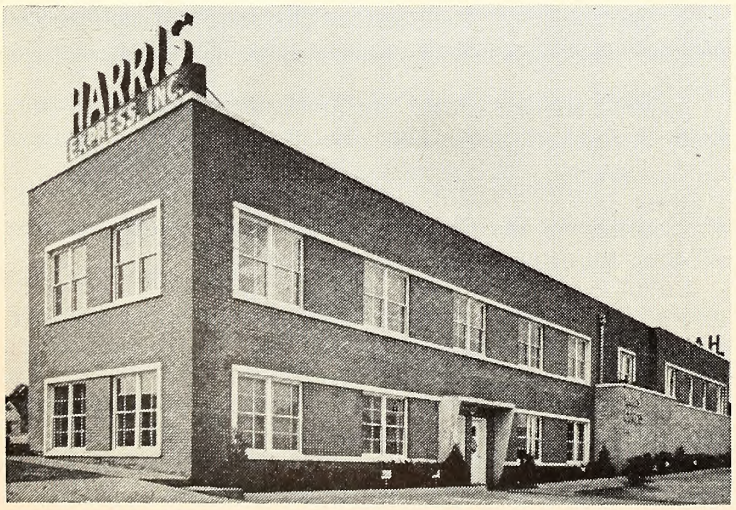
lumbia, South Carolina, and Atlanta and Augusta, Georgia. A new terminal building was recently completed at Atlanta. Authority is granted for regular routes throughout North Carolina, west of Highway 301 or west of a Weldon to Rowland line. The firm also operates routes throughout South Carolina and in Georgia north of Highway 80, roughly a line from Columbus to Savannah. Forty tractors and semi-trailers and 30 straight trucks are operated in the three states—a far cry from the one small truck with which this firm started 23 years ago.

HARRIS EXPRESS, INC.
Charlotte

Harris Express, Inc., 1425 North Tryon St., Charlotte, established by L. Worth Harris and his brother, C. D. Harris, as Harris Brothers and later Harris Brothers Transfer Co., emerged from the horse and wagon days and in 1928 was among the first to modernize local drayage in Charlotte and enter into long distance moving of household furniture. The firm now operates more than 200 units in hauling commodities from the two Carolinas to New York City and intermediate points.

In the early 1930s L. Worth Harris visualized the need for speedier transportation of general commodities to eliminate warehousing and cut down inventories, established his firm's first long distance operations, placing five units in operation in 1933 to Baltimore, Philadelphia and New York City. In early 1937 the firm purchased Glosson-Hancock, which was operating ten pieces of equipment in the same territory, but which had broader operations authority over Philadelphia and New York State, thus allowing the company to expand its operations. In 1943 Harris Express purchased the Hemings Express operating authority which gave it additional territory in New Jersey. In 1948 the company was incorporated under its present name. At that time it had 66 units of rolling equipment and employed about 75 workers.

Harris Express today operates regular service between Greenville, Spartanburg and Rock Hill, S. C., and Charlotte, Burlington and Greensboro, to points in Delaware, District of Columbia, Maryland, Pennsylvania, New Jersey and New York with irregular routes into various other points in North and South Carolina. Dependable connecting carriers provide through service to the company's lines in the east and in the south. Terminals are maintained in New York, Paterson and New Brunswick, New Jersey; Philadelphia, Pa.; Baltimore, Md., and in Burlington, Greensboro and Charlotte, N. C., and Spartanburg and Greenville, S. C. Warehouses and contents at these points are fully protected from loss or damage by fire or water. Cargo insurance covers the contents of all these units.



Modern home office building of Harris Express at Charlotte terminal.

Harris Express has developed to such an extent that its gross annual income ranges around $2,500,000. The firm now operates 205 units of rolling equipment and employs an average of 260 workers with an annual payroll in the neighborhood of $800,000.

Early in 1952 the company inaugurated an expansion program and all terminals were enlarged and modernized and all of the offices, including those at terminals, are fully air-conditioned. Harris Express is now in the process of changing its entire fleet of tractors to cab-over-engine equipment, a move which will increase trailer length by two feet, which provides for the addition of an extra tier of textile cases, substantially improving the load factor.

Harris Express takes just pride in being the first motor carrier in the nation to achieve the distinction of winning a grand slam award for safety—the Liberty Mutual Life Insurance Co. outstanding achievement award in all three fields of loss prevention, vehicle accident, employee injuries and cargo loss and damage prevention. This unusual record includes 150,812 miles per vehicle accident, 375,856 man hours without loss of time for accident of operating personnel and cargo loss and damage of 34/100 of one percent of gross revenue. In achieving this remarkable record Harris Express takes great pride in the men who drive the Harris fleet and other personnel making the record possible.

Officers and directors of Harris Express are L. Worth Harris, president and treasurer; C. D. Harris, executive vice-president; S. H. Roddey, vice-president—in charge of traffic; R. H. Booe, Jr., vice-president—in charge of sales; J. P. Carpenter, vice-president—in charge of operations, and Miss Mary Mears, secretary.

S. & W. MOTOR LINES, INC.
Greensboro

S. & W. Motor Lines, Inc., High Point Road, Greensboro, was started in 1931 as the partnership composed of George H. Sharp and C. E. Williams, both of whom operated the two trucks owned by the partnership. Since that time the firm has expanded to such an extent that gross income from the business for this year will approach $1,000,000.

After the partners operated the two trucks for about two years, Mr. Sharp purchased the interest of Mr. Williams and operated the firm as individual owner until April, 1950, when the business was incorporated. Mr. Sharp became president and treasurer, Mrs. G. H. Sharp and J. R. Brown, Jr., vice-presidents, and Boyd C. Royal became secretary and general manager. These four officers are the directors of the company. The authorized capital was $100,000 of which $75,000 was paid in.

S. & W. Motor Lines is engaged primarily in the transportation south of rayon yarn to the textile mills in North and South Carolina and the north-



Attractive and modern home office of S & W Motor Lines, Greensboro.

bound movement is principally cigarettes and new furniture from points in North Carolina to points in Ohio, Pennsylvania and West Virginia. Starting with only two trucks 22 years ago the firm now operates a fleet of 55 tractors and 78 trailers. The annual payroll for the average of 55 employees is approximately $200,000.

Due to remarkable increase in the business handled, S. & W. Motor Lines in 1949 built a modern new office, a warehouse and terminal located on the High Point Road just south of Greensboro. The office is of brick construction and two stories high. The warehouse has 24 loading doors and thus can accommodate 24 units at one time. The modern and complete garage keeps the rolling stock in going condition.

Mr. Sharp, president and founder of the firm, has been engaged in the trucking business since reaching early manhood. Mr. Royal, secretary and general manager, an employee of the Southern Railroad for 15 years, has been associated with S. & W. Motor Lines for the past seven years. J. R. Brown, vice-president, has been in the trucking business practically all of his life and with the S. & W. Motor Lines for the past seven years, also serving as traffic manager and in charge of solicitation.

THE NEW DIXIE LINES, INC.
Richmond, Va.

The New Dixie Lines, Inc., with home offices in Richmond, Va., has established five terminals in principal North Carolina cities during the past eight years, handling general commodities and serving almost all of North Carolina on and east of Route 29.

This firm was organized early in 1942 and all capital stock was purchased by J. D. Brothers, president, and W. F. Grinels, vice-president and treasurer, on September 23, 1945, at which time the firm began its expansion from Virginia into North Carolina and South Carolina. The first terminal was established in Greensboro shortly after control was secured by Mr. Brothers and Mr. Grinels and as the company expanded additional terminals were opened at Rocky Mount and Charlotte.

In September, 1952, the company purchased the operating authority and certain rolling stock and real estate from the Gibbs Wood Transport Co. of Raleigh. With this authority, New Dixie inaugurated an intrastate common carrier service supplementing the interstate service which they had been rendering from Richmond. Following the acquisition of this additional authority, additional terminals were opened at Raleigh, Kinston and Wilmington.

In July, 1953, New Dixie acquired the franchise formerly held by Cruse Transfer Co., of Concord, which authorized service on general commodities between all points in Cabarrus County and between Cabarrus County and all points within 75 miles of Concord. The franchise also authorized transportation of household goods, textile goods and supplies between all points in the State.

On October 14, 1953, New Dixie acquired all of the Virginia authority of the Jocie Motor Lines. This additional authority will enable New Dixie to render a general commodity service from all points within a 35 mile radius of Clover, S. C., to all points in Virginia with the exception of seven counties in the Norfolk area.

The North Carolina division managers include D. W. Holmes at Greensboro, P. M. Berry at Charlotte, M. P. Wood at Raleigh, L. M. McLean at Rocky Mount, C. W. Bright at Kinston and L. E. Jones at Wilmington.

New Dixie operates approximately 200 units consisting of 62 tractors, 82 trailers, 57 pickups and service trucks and automobiles. The firm employs approximately 300 persons with an annual payroll in excess of $825,000.

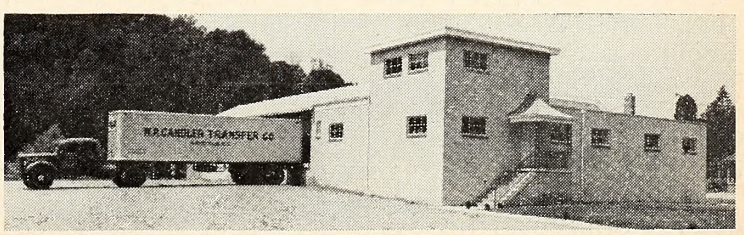
W. R. CANDLER TRANSFER CO.
Asheville

W. R. Candler Transfer Co., 400 Swannanoa Road, Asheville, was established in 1919 by W. R. Candler, a western North Carolina pioneer in the transfer business. Solid tire trucks, the type of that era, were used by Mr. Candler in his initial operations. He now operates 35 large trucks, tractors and trailers over the western section of North Carolina and to Baltimore, Philadelphia and New York.

Actually Mr. Candler started his hauling with a wagon and team in 1906, working for others. One of his early important assignments was hauling stone and other material used in the construction of Grove Park Inn in 1911-1912 for Mr. E. W. Grove, the owner. The first trucks with solid tires were acquired in 1912. Mr. Candler never drove a truck himself. He continued working for others until 1919 when he started in business for himself with three small one and one-half ton trucks and four or five employees. During that time most of the hauling was done in Asheville with occasional outside trips.

When the Motor Truck Act was passed in 1935 and operation put under direction of the Interstate Commerce Commission, Mr. Candler was issued certificates under the Grandfather Clause. By that time he had begun operations to Washington, Baltimore and New York. He then owned two or three large trucks and two or three smaller trucks. He was also given rights for intrastate operation in about 20 counties in western North Carolina. He also secured general commodity carrier rights for hauling household goods in 12 states, covering the southeast from the state of Florida, into Ohio and Pennsylvania. These operating rights cover about 2,000 miles of highway routes.

Late last year the office, garage and terminal on



Recently completed general offices and terminal of W. R. Candler Transfer Co., Asheville.

Clingman Avenue in Asheville was burned. During the first half of this year Mr. Candler built an entirely new and modern office building, terminal and garage at 400 Swannanoa Rd. and moved into these new quarters about the middle of 1953.

Business of W. R. Candler Transfer Co. has developed until the firm now has gross income of approximately $500,000 and plant and equipment have a valuation of around $275,000. The firm now operates 35 large trucks, tractors and trailers handling about 16,958 tons of freight annually and traveling over 1,000,000 miles during a year. It has an average of 65 employees with an annual payroll of around $195,000.

Mr. Candler continues as sole owner of the business which has never been incorporated. His principal assistants are Homer S. Robinson, general manager, who started as a truck driver with the firm 20 years ago, and J. B. Sorrels, traffic manager with the firm for five years. Mr. Candler is a native of Madison County, but when he was 15 years old, his father died and he moved to Asheville and started to work. Most of his life has been spent in the transfer business with either team and wagon in the earlier years or with motor equipment.

JOCIE MOTOR LINES. INC.
Charlotte

Jocie Motor Lines, 2115 North Tryon St., Charlotte, was organized in 1931 as Josie Transfer Co. by Joe C. Barefoot and his son, J. W. Barefoot. Formerly his father, Jocie C., from which comes "Jocie", with help from his son, had operated a small local transfer company. When the firm started, it had only two pieces of rolling equipment and operated as an irregular common carrier.

In 1941 J. C. Barefoot retired and S. S. McNinch, Jr., son and nephew of two former mayors of Charlotte, and V. J. Guthrie, Jr., son of the real estate dealer and apartment house operator, bought interests in the firm with J. W. Barefoot. At that time the firm was incorporated as Jocie Motor Lines with Mr. Guthrie as president; Mr. McNinch as vice-president, and J. W. Barefoot as secretary and general manager. In the fall of 1952 Mr. Guthrie sold his interest to Mr. Barefoot and Mr. McNinch. Present officers are J. W. Barefoot, president and general manager; S. S. McNinch, vice-president and treasurer, and R. E. Wilson, secretary.

Jocie Motor Lines now operates within the states of North and South Carolina and Georgia. In addition to the home office, terminal and garage in Charlotte, terminals are operated in Greenville, S. C.; Atlanta, Ga.; Greensboro, N. C., with agencies in Savannah, Ga., Columbia, S. C., and Wilmington, N. C.

From its small beginning Jocie Motor Lines have developed the business until the annual gross income is around $900,000. Plant and equipment, including 115 pieces of rolling stock operated, are valued at approximately $435,000, while capital and surplus amount to around $85,000. The firm now employs 95 workers and has an annual payroll close to $335,000. Annually, the firm's trucks travel about 2,000,000 road miles and handle each year about 70,000 tons of freight.

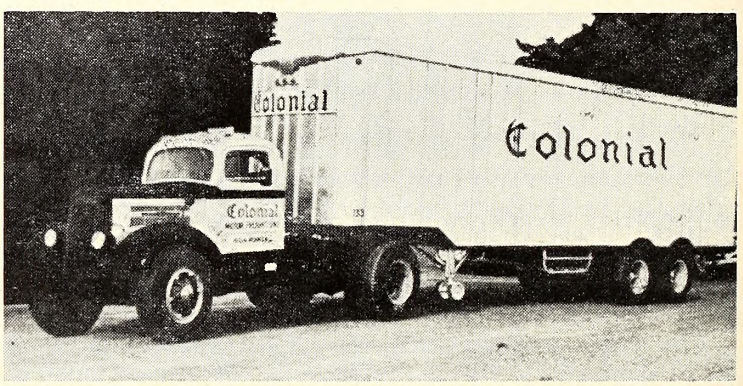
Jocie Motor Lines handles for its employees, who pay the premiums, life and hospitalization insurance coverage. An annual bonus is given to all employees based on earnings of the company and incomes of the individuals. Safe driving is one of the important points stressed by the company.

COLONIAL MOTOR FREIGHT LINE, INC.
High Point

Colonial Motor Freight Line, Inc., High Point, was organized in 1930 by R. L. Honbarrier and G. K. Loftin as a partnership. At the start, these two partners owned two trucks and both of them were truck drivers. Soon after the firm started Mr. Honbarrier bought Mr. Loftin's interest and continued as individual owner for several years.

Colonial Motor Freight Line was incorporated in 1941 with an authorized capital of $60,000 and with $300 paid in. At that time the firm was operating about 30 pieces of equipment. R. L. Honbarrier became president and general manager; A. L. Honbarrier, vice-president, and Roxie H. Workman, secretary-treasurer. These three officers compose the board of directors. U. Aldridge is traffic manager and D. V. Ozment is office manager.

Colonial Motor Freight Line, in addition to its office, terminal and garage in High Point, also operates terminals in Baltimore, Md., and Richmond, Va. The firm operates lines from Baltimore to Charlotte and with regular routes covers the area of Hickory and Lenoir in the west and to Raleigh, Fayetteville and New Bern in the east. Irregular routes cover most of the area of North Carolina. The modern office building, with warehouse and garage, were built on the present site in 1946.



Modern truck operated by Colonial Motor Freight Line, High Point.

Colonial Motor Freight Line has developed its business to the point at which gross income is approximately $800,000 annually. The plant and equipment are valued at around $250,000. The firm now operates 64 units, including 17 tractors, 34 trailers, 11 straight trucks and two small service trucks. Approximately 50 office and terminal workers and drivers are employed, the annual payroll reaching around $215,000. The firm is proud of its safety program and makes cash awards on good safety records and proper handling of cargo. Hospitalization and accident insurance are carried on all employees with joint payment of premiums.

DICKSON TRANSFER CO., INC.
Salisbury

Dickson Transfer Co., Inc., Salisbury, was started in 1935 by J. H. Dickson, owner of one truck which he himself drove. His first business was hauling general commodities from Salisbury to Winston-

Salem. In two years he had accumulated three trucks and three drivers. He experienced gradual growth, expanding operations and increasing routes in the State on an irregular basis.

In 1941 Dickson Transfer Co. was incorporated with an authorized capital of $100,000 and approximately $15,000 paid in. J. H. Dickson became president and treasurer; Mrs. Sallie C. Dickson, his wife, secretary, and M. S. Dickson, his brother, vice-president. At that time he operated five pieces of equipment. Terminals in addition to the home office, terminal and garage in Salisbury have been established in Charlotte, Winston-Salem, Greensboro and High Point and call stations are located in Fayetteville, Albemarle, Mount Airy, Mocksville, Lexington, Norwood, Siler City, Burlington, Madison, Asheboro, Pinehurst, Red Springs, Raeford, Leaksville, Reidsville and intermediate points. Routes are made daily to these points. Many of the rights were secured under the Grandfather Clause and others have been added after hearings. In 1952 this firm bought the L. F. Green Transfer Co. of Greensboro, securing its franchise and adding some routes.

Dickson Transfer Co. has increased its business until its gross annual income is approximately $300,000. Its plant and equipment are valued about $80,000. It operates 58 units, including 18 trailers, 12 tractors and 28 trucks. The firm employs 55 workers and has an annual payroll of around $150,000. all of which is included in North Carolina.

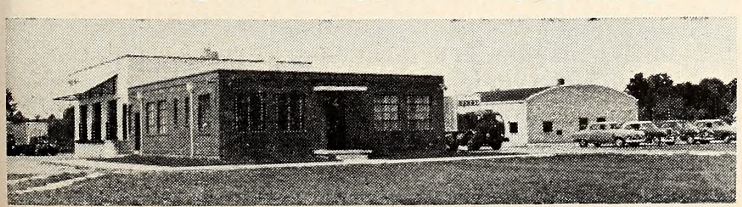
C. S. HENRY TRANSFER, INC.
Rocky Mount

C. S. Henry Transfer, Inc., Route 301, two miles north of Rocky Mount, recently occupied its new office building, transfer building and warehouse on its new site. This transfer firm, starting with one straight truck, now operates one of the nicest transfer businesses in Eastern North Carolina.

In 1932 C. S. Henry, individual owner, started the C. S. Henry Transfer with one straight truck and hauling anything from points in Maine to Florida. Two years later Mr. Henry built one of the first trailers ever made in North Carolina and started hauling commodities, largely farm products, from North Carolina to New York and Philadelphia. Continuing its growth the firm went into hauling seed, fertilizer and other farm equipment and supplies. Around 1935 Mr. Henry started hauling products for the bottling industry, including sugar and syrup and also beer. Continuing his expansion, he added textile hauling to eastern markets, loading with general commodities on return trips.

C. S. Henry Transfer was incorporated in 1952 with an authorized capital of $500,000 and $50,000 paid in. It is a family corporation with C. S. Henry, president; Mrs. C. S. Henry, vice-president, and M. Webster Henry, their son, secretary-treasurer and general manager. Young Mr. Henry grew up with the transfer business and during World War II served four years as a motor transport officer in the Marine Corps. He is a reserve major in the Marine Corps. Also young Mr. Henry is immediate past president of the North Carolina Motor Carriers' Association, and continues as a director.

As evidence of continued expansion from one truck at the start, C. S. Henry Transfer now operates 32 pieces of equipment, including 15 tractors, 16 trailers and one straight truck. The firm has a property valuation of approximately $200,000. It employs 25 people and has an annual payroll of around $125,000. In 1951 the firm opened a terminal at Baltimore, Md., and has call stations in New York, Philadelphia, Richmond and Norfolk. The firm operates primarily from North Carolina to Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, South Carolina, Georgia and Florida.

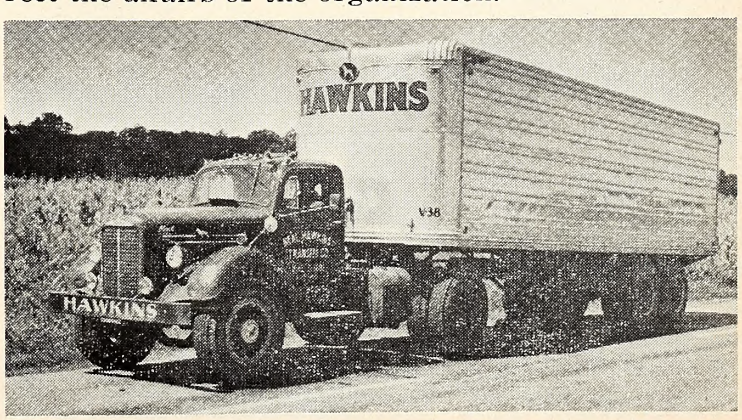


New and modern office building, terminal and garage of C. S. Henry Transfer Co., Rocky Mount.

NEAL HAWKINS TRANSFER CO., INC.
Gastonia

Neal Hawkins Transfer Co., East Franklin Ave., Gastonia, is one of the few transfer companies now in operation in North Carolina in which the principal figure in the organization did not start driving a truck. In fact, Neal Hawkins, organizer and principal owner, started his transfer activities in 1911 with one one-horse wagon hauling sand, gravel, lumber and other such products. Mr. Hawkins now heads three firms—Neal Hawkins Transfer Co., Petroleum Transportation, Inc., and Neal Hawkins Construction Co., the latter an unincorporated and individually owned firm. This latter firm and his transfer activities grew up together with interchanging activities, while the petroleum hauling activities started later. The construction and transportation activities had grown to the point in the early 1920s that Mr. Hawkins owned and operated about 50 wagons with approximately 100 head of horses and mules.

With improved highways and the advent of trucks in the early 1920s Mr. Hawkins shifted gradually to motor vehicles. The Neal Hawkins Transfer Co. was incorporated in 1935 with a small capital and has since grown into a sizable and successful operation. The first officers were Neal Hawkins, president and general manager; Mrs. Neal Hawkins, vice-president, and W. H. Wilson, secretary-treasurer. In 1944 Kathleen Hawkins, daughter of the founder, was brought into the business, becoming secretary-treasurer and general manager and continues to direct the affairs of the organization.



Hefty motor carrier supplants team and wagon used earlier by Neal Hawkins Transfer, Gastonia.

Neal Hawkins Transfer Co. has general commodity rights in North and South Carolina. Its principal commodities are those used by and produced by the textile mills and cotton yarn brokers in the Piedmont areas of the two Carolinas. These commodities constitute probably 80% of the business transacted.

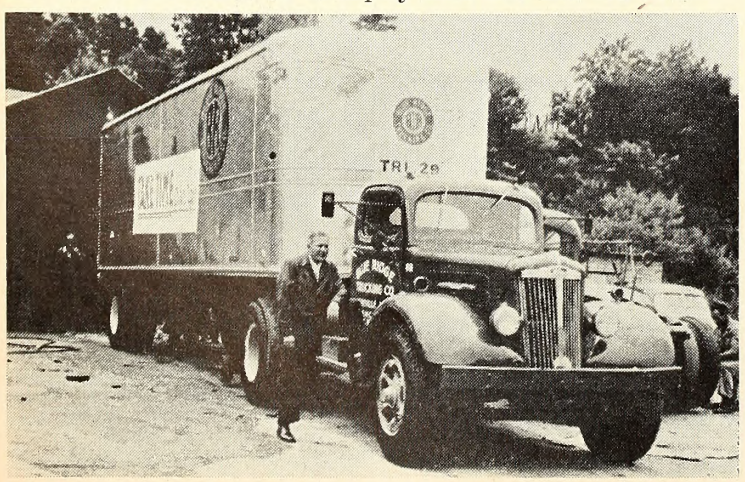
The firm has an annual gross income ranging around $210,000. It operates 21 tractor-trailers, employs about 45 employees and has an annual payroll in the neighborhood of $75,000. The home office, terminal and garage are located in Gastonia.

BLUE RIDGE TRUCKING CO.
Asheville

Blue Ridge Trucking Co., Koon Development, Biltmore Station, was established in 1940 as a partnership by Nemiah Goldstein and Bernard Goldstein, brothers, who took over an old established firm at Hendersonville and moved headquarters to Asheville. At that time the firm had only two pieces of rolling stock and operated between Hendersonville and Brevard. Rights to operate to Lake Toxaway were soon acquired.

During the 13 years of operation Blue Ridge Trucking Co., hauling general commodities, has continued to expand, adding additional equipment as additional territory was acquired. In 1946 the company acquired operating rights from Asheville to Bryson City, Franklin and intermediate points, following a public hearing on convenience and necessity. In 1951 additional operating authority was secured in like manner from Bryson City to Murphy, Robbinsville, Haynesville and intermediate points. In 1952 after a public hearing before the North Carolina Utilities Commission, rights were granted to cover the territory from Lake Toxaway to Franklin and from Sylva to Cashiers and intermediate points. The firm now serves the entire western portion of the State and has interchange arrangements in Asheville with 21 other trucking firms.

Beginning with only two trucks the firm now has 38 pieces of equipment, including six trucks, 14 tractors and 18 trailers. It employs 30 workers and has an annual payroll of approximately $100,000. Annual gross revenues are in the neighborhood of $260,000 and assets are around $140,000. Terminals and equipment are valued at approximately $70,000. In addition to the home office, terminal and warehouse in the Asheville vicinity, Blue Ridge Trucking Co. has a terminal at Murphy and six call stations.



Big rolling unit and driver of Blue Ridge Trucking Co. in Koon Development, Asheville.

The firm has continued to operate very satisfactorily as a partnership with Nemiah Goldstein as administrative head and Bernard Goldstein as head of operations. Before organizing the partnership Nemiah Goldstein was employed with Smith Transfer Co. for a few years, securing experience for establishing his own firm. Bernard Goldstein is the only one of the two brothers who has actually driven trucks, for the experience. He was in the armed forces during the World War II period. Alan B. Ray, who has a background of 23 years in the transportation field, is traffic manager, and J. E. Smith is freight claim agent.

D. & L. MOTOR LINES
Greensboro

D. & L. Motor Lines, 2209 Ashe Street, Greensboro, was started as a partnership by Fred R. Dick and W. L. Lambeth in 1935 with the operation of only one truck. Another similar truck was added a year or two later. In 1937 Mr. Dick bought out his partner and has since operated the firm as individual owner.

Business of this motor carrier has shown a splendid increase each year since its organization. The firm, a general commodities carrier, now operates 18 units and handles an average ranging between 5,000 and 7,000 tons of cargo annually. It employs an average of 15 workers and has an annual payroll of approximately $45,000.

D. & L. Motor Lines operates over about 25 midstate counties, over eight to twelve regular routes daily, in addition to irregular routes. Points visited include Winston-Salem, High Point, Lexington, Thomasville, Asheboro, Siler City, Sanford, Fayetteville, Burlington, Hillsboro, Durham, Chapel Hill, Raleigh and other nearby points. This firm acts as agent and has interchange arrangements with Harris Express, Inc., and Kilgo Motor Freight Lines, Inc., Charlotte; Mason & Dixon Lines, Kingsport, Tenn.; Youngblood Truck Line, Fletcher; Central Motor Lines, Charlotte, and other large freight carriers.

EDMAC TRUCKING CO., INC.
Fayetteville

Edmac Trucking Co., Inc., Fayetteville, was organized and incorporated in 1943 by Edward W. McLeod as an individually owned transfer firm. It was incorporated in 1946 and soon developed into large activities, operating as many as 25 trucks.

Much of the business of the Edmac firm was for the Federal Government, handling general commodities in the Fort Bragg-Fayetteville area and as a contract hauler out of Charlotte. During the past year this firm has suspended most of its trucking operations and now has a fleet of six active trucks. It continues to hold a much larger fleet, now much of it inactive, but it is possible that more extensive operations will be resumed in the near future.

Operated in conjunction with the trucking business is the Edmac Truck Sales & Service, Inc., which handles GMC trucks and Dorsey trailers. Edward W. McLeod is president of both firms and C. W. Pearson is secretary and treasurer.

The first regularly scheduled year-round air line in the United States was started August 21, 1926, between Detroit and Grand Rapids, Mich., by the Scout Air Serve.

Gasoline, Liquids—

ASSOCIATED PETROLEUM CARRIERS, INC.
Spartanburg, S. C.

Royster Transport Co. is affiliated with Associated Petroleum Carriers, Inc., with headquarters in Spartanburg, S. C. This firm operates in North Carolina, South Carolina, Georgia, intrastate, and has interstate rights in these three states and to points in Florida. This larger organization operates 325 tank trucks with an average of 600 employees. The annual gross income ranges between $3,000,000 and $4,000,000. Officials of Associated Petroleum Carriers are R. E. Littlejohn, Spartanburg, president; D. W. Royster, Shelby, vice-president, and W. C. Hamrick, Jr., Gaffney, S. C., secretary and treasurer.

ROYSTER TRANSPORT CO., INC.
Shelby

Royster Transport Co., Inc., Shelby, was organized in 1934 by Stephen S. Royster, now deceased, and D. W. Royster, one of the three original petroleum products carriers in North Carolina.

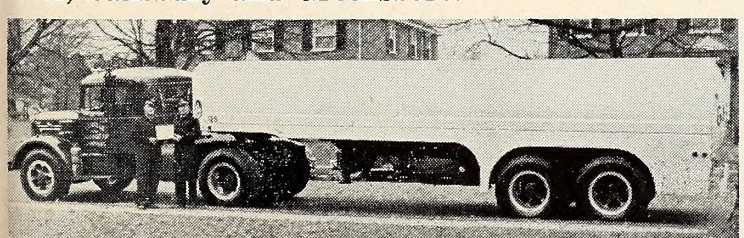
Starting in a modest way, this firm now operates 30 transporters hauling petroleum products from Wilmington, Fayetteville, Charlotte, Greensboro, Salisbury, Spartanburg, Charleston, Savannah and some points in Florida. In addition to the home office, terminal and garage, operated in Shelby, another terminal is located in Wilmington. The firm employs an average of about 65 workers with an annual payroll of around $175,000. Present officers are D. W. Royster, president and general manager; H. R. Royster, vice-president; Stephen S. Royster, II, secretary, and D. W. Royster, Jr., treasurer.

MAYBELLE TRANSPORT CO., INC.
Lexington

Maybelle Transport Co., Inc., Lexington, was organized and incorporated October 12, 1944, by B. C. Young, Jr., who owned one truck and operated it in hauling petroleum products from Wilmington and Fayetteville to the Lexington area. The firm now hauls numbers of other liquid products, including asphalt, liquid sugar, milk and others.

At the time of the incorporation Mr. Young was president; Mrs. Isobel Young, his wife, treasurer, and Frank P. Buck, Salisbury, was secretary. Present officers are Mr. Young, president and general manager; Mrs. Isobel Young, secretary-treasurer, and Robert H. Greer, vice-president. The firm has an authorized capital of $100,000 and paid in capital of $50,000.

As business of Maybelle Transport Co. increased, the firm bought additional equipment and expanded the business, a large part of which was hauling petroleum products from Wilmington and Fayetteville to Lexington and other points. At the present time the company has the right to haul petroleum products between any points in the State. In addition, the firm now hauls petroleum products from Charlotte, Salisbury and Greensboro.



Gasoline Truck of Maybelle Transport, Lexington, hauling asphalt, syrup, milk and other liquids.

In 1951 Maybelle Transport Co. started hauling asphalt which has now developed into more than half of the company's business. Asphalt has been handled primarily from Wilmington and Salisbury to various points in the State in which road building has been and is still in progress. In April the firm purchased ten new asphalt trucks to add to its fleet and now has secured rights to haul asphalt in South Carolina also.

Recently Maybelle secured rights to haul liquid sugar from Charlotte to points in South Carolina, Georgia, Tennessee, Virginia and intrastate rights within North Carolina. This business of hauling liquid sweetenings for making syrups for use in producing various kinds of candies and other products is expected to develop extensively in the years ahead.

Maybelle Transport Co. has developed its business until its annual gross income now exceeds half a million dollars. Plant and equipment are valued at approximately $200,000. Embraced in the equipment are 60 units of rolling stock all of the tank variety, including 22 tractors and 36 trailers. The firm employs around 45 workers and has an annual payroll of about $175,000.

Maybelle is proud of the splendid safety records it has established. In 1951 it received the award from the American Trucking Association for the best safety record in the 1,000,000 to 2,000,000 mile class. The firm has group life insurance for which it pays all of the premiums and a hospitalization plan in which it pays part of the premiums. The company has established an annual Christmas party for all employees at which a 5% bonus, based on safety records and annual earnings, is paid to drivers. The firm's drivers each year elect three of their members as a drivers' committee which serves as liaison between the owners and the drivers. These committee members receive $10 each in extra pay monthly.

QUALITY OIL TRANSPORT
Winston-Salem

Quality Oil Transport, Winston-Salem, is an original and continuing partnership organized early in 1934 by Bert L. Bennett, Sr., and Archer B. Glenn, both deceased, and Joe H. Glenn, Jr. Starting with two tractors and two trailers, this organization has developed a business which produces approximately one-half million dollars in annual revenue.

Quality Oil Transport was started to haul petroleum products for the organization's stations operated in and around Winston-Salem. It gradually expanded its hauling for other distributors and adding to its equipment until it operated 13 units at the close of World War II. The firm now operates 12 units with two spare tractors. Original hauling rights were confined to North Carolina, but in 1942 the organization secured ICC rights to make deliveries in the eastern section of Virginia. Later rights included pick-up and delivery service to and from any points in North Carolina. Chief operations are in the east, central and northwestern sections of North Carolina. The home office is in Winston-Salem and garages are maintained in Winston-Salem and Wilmington. Aviation gasoline as well as regular gasoline, kerosene and fuel oil are handled.

Quality Oil Transport has a present partnership capital of $200,000. Its annual gross revenue ranges

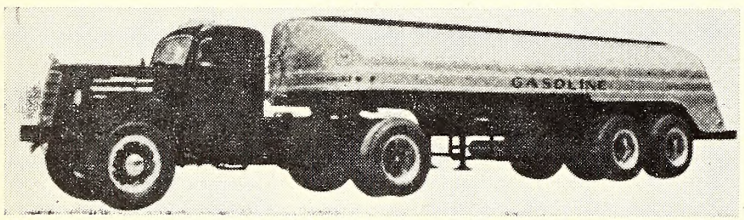
between $450,000 and $500,000. Garage valuation is around $30,000 while operating and other equipment have a value ranging between $150,000 and $200,000. The firm employs from 20 to 25 workers and has an annual payroll of approximately $85,000.

In addition to Joe H. Glenn, Jr., one of the original partners, the present partners are James K. Glenn, L. G. Glenn, V. E. Bennett and C. J. Bennett.

PETROLEUM TRANSPORTATION, INC.
Gastonia

Petroleum Transportation, Inc., was organized and incorporated in 1942 for the purpose of hauling petroleum products in the Carolinas, originating in Wilmington, Fayetteville, Charlotte, Salisbury, Greensboro and Spartanburg, S. C. Its intrastate rights in North Carolina are State-wide and interstate rights permit hauling in Spartanburg and Becton, S. C.

Petroleum Transportation does a gross business annually of approximately $275,000. The firm owns 14 tanks, employs an average of 30 workers and has an annual payroll ranging from $75,000 to $80,000. Neal Hawkins is president; Neal Hawkins, Jr., is



Gasoline truck, operated by Petroleum Transportation, a Neal Hawkins unit, Gastonia.

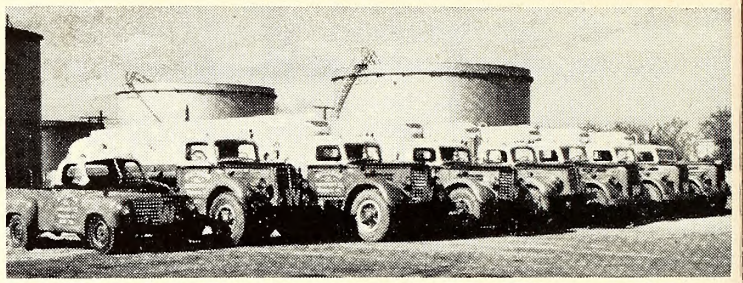
vice-president, handling the business of the Western Division, with headquarters in Hendersonville, and Howard Hawkins, secretary-treasurer and manager of the Eastern Division of the company, with headquarters in Gastonia.

Neal Hawkins, formerly a mule-skinner type of man in his earlier hauling and construction days, has developed into a milder mannered man who devotes most of his time to his construction activities. Although keeping an eye on the two transportation firms of which he is the principal owner, his daughter, Kathleen, handles the general commodities transportation and his two sons, Neal, Jr., and Howard handle all details of the Petroleum Transportation activities.

WACCAMAW OIL TRANSPORT CO.
Wilmington

Waccamaw Oil Transport Co., Wilmington, had its beginning in Elizabethtown in 1941 when three Pure Oil Co. jobbers, H. M. Clark and M. L. Fisher of Elizabethtown, and H. S. Kimrey, Clinton, formed a partnership to transport petroleum products for themselves and their customers. The beginning was made with one unit, a 3,500 gallon transport tank trailer. M. L. Fisher was elected to manage the transport end of the business, besides his duties as manager of the Elizabethtown bulk plant.

In 1947 Waccamaw Oil Transport Co. moved from Elizabethtown to a small office building and garage at 1006 South Front Street, Wilmington, and George H. Hall was selected to manage the business. These quarters have been outgrown and the company has plans for erecting a new building which should be



Fleet of gasoline trucks, operated by Waccamaw Oil Transport, Wilmington.

completed by the end of the first quarter of the year. These plans call for a cinder block building, 60 x 80 feet, of which 20 x 60 feet will be used as office space and spare parts storage and the remainder for garage activities, probably in the 1100 block of South Second Street, Wilmington. Expenditures for the new site will reach approximately $30,000.

Waccamaw Oil Transport Co. has state-wide common carrier rights over irregular routes, operating six units with 5,700 gallon capacity and one unit holding 6,000 gallons with an extra tractor. The firm employs 10 workers and has an annual payroll of around $42,000. Hauling is done for two to four of the major oil companies, five major oil company jobbers, three independent resellers and the firm also handles bulk plant commercial accounts and filling station accounts.

In 1952 this firm moved 18,750,000 gallons of petroleum products 565,935 miles for gross freight income of $157,500.

When the new building is completed, the firm will have assets of approximately $150,000. The firm continues to operate as a partnership and Mr. Hall continues as manager of the transport activities.

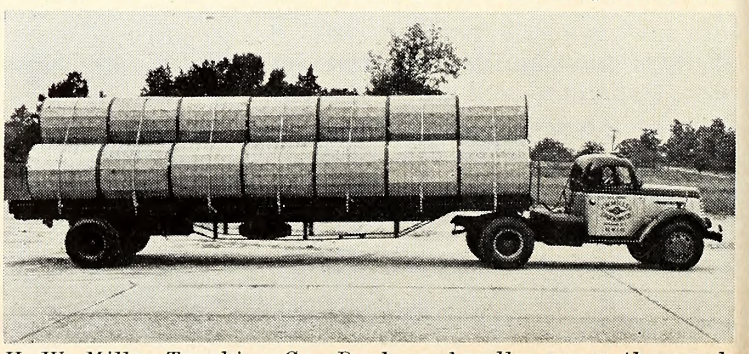
Tobacco Principally—

H. W. MILLER TRUCKING CO.
Durham

H. W. Miller Trucking Co., Highway 70, just west of Durham, was started in 1935 by H. W. Miller with one truck and trailer which he secured by borrowing $600 and mortgaging this equipment for the balance. He was engaged in hauling tobacco in hogsheads from markets to redrying plants in North Carolina, South Carolina and Virginia. He wrecked this truck and had to finance another and by the end of two years purchased a second truck, buying two more trucks the third year of operation.

H. W. Miller Trucking Co. actually began its important expansion in 1940-41 when it secured a contract for hauling tobacco for the American Tobacco Co. About the same time the construction of Camp Butner began and Mr. Miller secured a large amount of hauling while the camp was being built.

In 1948 the H. W. Miller Trucking Co. was incorporated with



H. W. Miller Trucking Co., Durham, handles many thousands of tobacco hogsheads during season.

a relatively low capitalization. Officers include H. W. Miller, president and general manager; E. S. Miller, Jr., a brother, vice-president; W. R. Miller, another brother, treasurer, and E. C. Brooks, Jr., secretary and general counsel. H. W. Miller, Mrs. Myrtle Moore Miller, his wife, and E. C. Brooks, Jr., form the board of directors.

H. W. Miller Trucking Co. owns buildings and equipment valued at approximately $75,000. Included in this are 22 tractors and trailers and one truck, in addition to packing houses in Fayetteville, Tabor City and Lumberton. Also in Lumberton the firm owns a building containing the firm's office and three apartments, one of which is retained for the firm's own use.

H. W. Miller Trucking Co. has developed its business until it has a gross income of approximately $275,000 a year. It employs about 25 workers and has an annual payroll of approximately $60,000. Since the firm's business is largely seasonal, Mr. Miller is required to lay off employees during the slack seasons but has been fortunate in securing suitable jobs for the workers during periods when they are not needed. Not one of his drivers, as he recalls, has ever filed claims for Unemployment Insurance. In addition to privileges of hauling tobacco between points in the three principal tobacco growing states from markets to redrying plants and from redrying plants to manufacturing plants the firm also has rights to haul general commodities to Baltimore, Richmond and Norfolk.

Mr. Miller, a native of Orange County, began his business activities by operating a grocery store in Durham and then shifted to service station operation. It was from these activities that he entered the trucking business.

BARNES TRUCK LINE, INC.
Wilson

Barnes Truck Line, Inc., Wilson, on Herring Avenue since 1945 and recently occupying its new headquarters at 506 Mayo Street, was started in Nashville in 1932 by Roy L. Barnes, who operated one truck along with farming activities. Mr. Barnes, on January 1, 1940, bought the Evans Truck Line of Nashville and at that time took in his brother, Eddie L. Barnes, as a partner. At that time they operated four trucks and trailers.

In February, 1945, the Barnes brothers bought Smith's, Inc., a transfer line, took over the equipment and franchise and moved the office of the firm from Nashville to Wilson. About four years ago the firm was incorporated and since then the authorized capital stock has been increased to $300,000, with $130,000 paid in.

Officers of the company are Roy L. Barnes, president and general manager; Eddie L. Barnes, secretary-treasurer, and Henry C. Barnes, Jr., vice-president. These officers compose the board of directors. The new office, terminal and warehouse buildings recently occupied on a 2.7 acre site cost approximately $100,000, while rolling stock and other equipment are valued at about $200,000. The firm employs about 30 workers with an annual payroll of approximately $120,000.

Barnes Truck Line has authority to haul tobacco between markets in the states of Florida, Georgia, South Carolina, North Carolina and Virginia, as well as materials and supplies used in shipping tobacco. It also has general commodities rights throughout North Carolina, South Carolina and Virginia and lumber rights from North Carolina and South Carolina to the District of Columbia, Maryland, Pennsylvania, New Jersey and Delaware. Through connections with Safety Transportation and Carolina-Southern Motor Express, it handles commodities through Florida, Georgia, South Carolina, Tennessee, West Virginia, North Carolina, Virginia, District of Columbia, Maryland, Pennsylvania, New Jersey, on and east of Highway 7 of New York, Connecticut, Rhode Island and Massachusetts.

NORTH STATE MOTOR LINES. INC.
Rocky Mount

North State Motor Lines, Inc., Rocky Mount, started business in July, 1945, when the Martin County Transfer Co., an old firm at Robersonville, was purchased by Hadley Bryan. At that time the charter was revised and the name was changed. In 1946 this firm had authorized capital of $50,000 with $26,100 paid in. The paid in capital has since been increased to $28,100.

North State Motor Lines, started with six complete units, now owns 19 complete units and during the tobacco selling season leases 125 additional units. Principal activity is hauling leaf tobacco and corn as well as general commodities between Norfolk and points in North Carolina. Tobacco operations are carried on throughout the tobacco growing states during season while at other times the trucks roll into Florida and points south, loaded with corn. Returning, the trucks are loaded with citrus fruits and vegetables.

Hadley Bryan is president and general manager; P. S. Jones, vice-president, and J. L. Parker, secretary-treasurer.

Newspapers, Picture Films, Dated Items Need Quick Delivery

Daily newspapers and motion picture films are "dated" commodities. This means that they must be delivered from point of origin to point of use with certainty and with speed. Daily newspapers must reach subscribers as early as possible after they come from the presses and early on the dated day to be of value to the readers. Likewise, motion picture films must leave their point of origin or point of last showing and must reach the picture houses to show them next promptly and as scheduled. These conditions demand a special type of transportation service.

In the early 1920s Charlotte was selected as the distribution center for the two Carolinas by the motion picture industry of the nation. All of the principal motion picture producers and distributors have for several years had branch offices in Charlotte. These branches form a pool from which pictures from all producers may be distributed throughout the Carolinas in orderly and efficient manner. After haphazard deliveries in the beginning years, a distribution system was acquired and established.

For years leading newspapers in the Carolinas used trains, then busses and the regular mail to distribute their papers. Often schedules were not sufficient to meet the needs of newspaper publishers. Some of them began to establish their own routes in their circulation areas and deliver papers on reg-

ular schedules. Interstate Commerce Commission regulations in the mid-1930s required that newspapers handling commodities other than their newspapers as a convenience to shippers to organize separate agencies to handle such shipments. It developed as a natural consequence that newspaper and picture film distribution should become a related and cooperative activity.

Four organizations now deliver newspapers and motion picture films throughout most of the counties in North and South Carolina. These are the Observer Transportation Co., which delivers the *Charlotte Observer*, primarily, and motion picture films; The Citizen Express, which delivers the *Asheville Citizen* and the *Asheville Times*, primarily, and also picture films, and the Carolina Delivery Service Co., Charlotte, which delivers motion picture films, primarily, and also newspapers in the two states. Mid-State Delivery Service, Burlington, delivers the *Greensboro Daily News* and *Greensboro Record* (details not furnished). These firms maintain interchange relations and cooperative services.

THE OBSERVER TRANSPORTATION CO., INC.
Charlotte

The Observer Transportation Co., Charlotte, was organized and incorporated in 1935 as a subsidiary of The Observer Co., publisher of *The Charlotte Observer*. Officers of the organization were Curtis B. Johnson, president; H. A. Allen, secretary-treasurer, and J. G. Ward, manager. Mrs. Curtis B. Johnson has succeeded her husband as president of the corporation and J. G. Ward, manager from the beginning, was made vice-president and general manager in 1951. Gordon Cassidy was traffic manager until 1941 when he was succeeded by J. E. White. F. H. Trull is assistant secretary-treasurer.

The Observer Transportation Co. has delivery rights in North and South Carolina, primarily in the circulation area of *The Charlotte Observer*. In North Carolina its service extends to Wilmington, Fayetteville, Raleigh (newspapers only), Lexington, Elkin, Boone, Morganton, Rutherfordton and intermediate points. At Morganton and Rutherfordton it has exchange arrangements with the Citizen Express, Asheville. In South Carolina its routes include Gaffney, Chester, Columbia, Beaufort and nearby points and maintains exchange service with the Packat Delivery Co., operated by the Charleston *News and Courier*.

In addition to newspapers this company handles motion picture films and numerous other small rush commodities, averaging not more than 50 pounds in weight. This firm handles approximately 60,000,000 pounds of freight annually. It owns and operates 32 units and leases an additional 22 units and employs about 100 workers with an annual payroll of approximately $190,000.

The Observer Co., the parent organization, owns the real estate and provides terminal space in the Observer Building. The rolling stock and other equipment is valued at approximately $100,000. The transportation company has an annual gross income of around $700,000 and operates its equipment about 2,500,000 miles a year. Operating taxes in North Carolina amount to approximately $30,000 annually. The firm operates its trucks over regular routes and stresses quick and safe deliveries.

CITIZEN EXPRESS, INC.
Asheville

Citizen Express, Inc., Asheville, was started in the early 1930s by the Asheville Citizen and the Asheville Times publishers as a means of making early morning and afternoon newspaper deliveries throughout the 20 counties in western North Carolina, forming a circulation area of these papers. Regular routes were established and because of the need for quick delivery of motion picture films, magazines and other rush commodities, these and other products were added to the items delivered by these newspaper trucks. For several years this business was operated by the newspapers as an auxiliary activity.

In 1940 Citizen Express was incorporated under its present name with an authorized capital stock of $50,000. Officers at



Citizen Express delivers Asheville Citizen and Times, films and "dated" items.

that time were Charles A. Webb, president; Don S. Elias, vice-president; D. Hiden Ramsey, secretary; W. Randall Harris, treasurer; Ben B. Humphries, assistant secretary, and J. R. Marks, assistant treasurer and manager. Following Mr. Webb's death in 1949 Mr. Elias became president; Mr. Ramsey became vice-president; Ben B. Humphries became secretary and manager, and W. K. Dalton succeeded Mr. Harris as treasurer.

Citizen Express now operates 18 units of van type trucks. It employs about 30 workers and has an annual payroll of around $60,000. Plant and equipment have a valuation of around $100,000, including a new terminal which was erected in 1951 at a cost of about $75,000, with a garage which maintains all rolling equipment. Gross income runs around $150,000. The firm hauls an average of 12,000,000 pounds of products a year, covering annually 500,000 truck miles.

Citizen Express continues to handle newspapers for the *Citizen* and the *Times* in bundle deliveries in addition to motion picture films, bakery products and general commodities as long as they fit into schedule and equipment. Regular schedules are maintained in all of the 20 counties including and west of Watauga, Burke and Rutherford and interchange arrangements are maintained with the Observer Transportation Co., operated by the *Charlotte Observer* at Rutherfordton and Morganton. The firm stresses fast service due to the nature of the products handled and maintains regular schedules and regular pick-ups in Asheville and points throughout the area. It stresses the safety program promoted by the American Trucking Association.

CAROLINA DELIVERY SERVICE CO., INC.
Charlotte

Carolina Delivery Service Co., 301 South Polar Street, Charlotte, was organized in mid-1925 as the Griffith Delivery Service, later becoming the Horlacher Delivery Service. In 1929 John H. Vickers purchased the company and incorporated it under its present name. In 1931 the Carolina Delivery Service Co. sold part of its territory to The Observer Transportation Co. and these two companies, with the Citizen Express, Asheville, cooperate in the distribution of newspapers and picture films throughout most of the two Carolinas, also cooperating with the Packat Delivery Co. of the Charleston *News and Courier* in South Carolina.

Carolina Delivery Service Co. operates daily overnight schedules for the delivery of films and newspapers and other dated and emergency commodities. This is one of the few companies which carries keys to motion picture houses throughout its area to enable it to deliver films when the theaters are closed. In general, this firm serves the area north and east of Charlotte in North Carolina, except for a few counties in northeastern North Carolina, and the area west of Columbia in South Carolina. One of its contracts is to deliver the entire circulation of the *Greenville News* to points outside of Greenville.

Carolina Delivery Service Co., with a capital and surplus of around $300,000 produces a gross annual income of about $600,000. It leases its home office, garage and terminal space in Charlotte as well as its Raleigh terminal and garage and its Greenville terminal. Its 45 pieces of equipment, largely rolling stock, are valued at about $250,000. The company employs an average of 80 workers and has an annual payroll of about $275,000. The company operates over approximately 1,250,000 miles annually. Due to the type of business, due to the time of deliveries, no receipts are given indicating the high plane of service and cooperation with theater operators.

Officers and key personnel of the company are John H.

(Continued on page 154)

Utilities Commission Regulates 455 Truck Common Carriers

North Carolina has 455 truck firms licensed to haul specific commodities over specified routes and which are regulated by the N. C. Utilities Commission. In addition, 9,200 motor carriers are exempt from regulation, since they are not classed as public carriers and are largely farm to market trucks. However, the Utilities Commission keeps a weather eye on these trucks to make sure they do not overstep the line and haul freight they are not due to haul on routes they are not eligible to travel. M. Broadus Glover, director, Motor Freight Transportation, handles this activity for the Commission.

A list of the licensed carriers, other than those handled in more detail, follows:

Abernethy Transfer & Storage Co., Hickory; Adkins, G. S., Burlington; Alexander Trucking Co., Davidson; Allen Asheville Transfer & Storage Co., Asheville; Allen's Transfer Co., Louisburg; Amarr Co., Winston-Salem; American Furniture Carrier, High Point; Anderson Transfer Co., Asheville; Anderson Truck Line, Lenoir; Apex Motor Line, Apex; Asphalt and Petroleum Co., Kinston; Atkins, Harold, Cary; Autry Brothers Service Station, Stedman; Aycock, Vernon S., Fremont; Ayscue Truck Line, Louisburg;

B. & C. Trucking Co., Inc., Lenoir; B. & L. Trucking Co., Albemarle; B. & M. Transportation Co., Lenoir; B. & P. Motor Lines, Hazelwood; Baker, Byron L., Pineville; Bankett, John C., Salisbury; Barker's Transfer, Reidsville; Barnes Food Express, Charlotte; Bartholemew Oil Transportation Co., Louisburg; Batts, Earnest, Beulaville; Batts Transfer, Greensboro; Baxley Transfer, Rockingham; Beachum's Transfer, Wadesboro; Beard-Laney, Inc., Camden; Beaver Transfer Co., Lenoir; Bell Truck Line, Jackson; Bell Truck Line, Wilson; Best Transfer, Whiteville; Berry and Decker Transfer, Hildebran; Billings Trucking Corp., North Wilkesboro; Billings Transfer Corp., Inc., Lexington; Biltmore Transfer Co., Asheville; Bissell Oil Co., Lumberton; Black's Motor Express, Wilmington; Blair Transit Co., Richmond, Va.; Bodenheimer, F. N., Parkton; Boone, The A. G., Co., Charlotte; Boone, D. L., Jackson; Bottoms, J. B., Transfer Co., High Point; Bounous, Miss Giustina, Connelly Springs; Bracey, R. W., Rowland; Branch's Transfer, Lumberton; Brewer, Selby, Wilson; Bridgers Transfer, Rowland; Bridges Trucking Co., Shelby; Bright Belt Motor Lines, Grifton; Britt, Lacy D., Lumberton; Britt & Martin, Milwaukee; Britt Transportation Co., Rocky Mount; Brown Transit Co., Conover; Brown, Charles T., Truck Lines, Greensboro; Bryan, D. L., Charlotte; Buckner Transfer Co., Asheville; Bull City Oil Co., Inc., Durham; Burlington Truckers, Inc., Burlington; Burke Transit Co., Morganton; Burns, Bobby, Inc., Sanford; Burton Lines, Inc., Reidsville; Busic, Rodney, Sparta; Butler, W. L., Transfer, Elizabethtown; Byrd Motor Line, Lexington;

C. & S. Motor Express Co., North Wilkesboro; C. & S. Transport, Wilmington; Callahan Transfer, Forest City; Capps, H. J., Burlington; Carolina Haulers, Inc., New Bern; Carolina Milk Transportation Co., Statesville; Carolina Storage & Distributing Co,. Raleigh; Carolina Tank Lines, Inc., Wilmington; Carolina Transfer, Concord; Carpenter Trucking Co., Charlotte; Carroll's Transfer, Dublin; Carter, J. C., Goldsboro; Carter, Robahlee, Reidsville; Carter Trucking Co., Sanford; Carthage Transportation Co., Carthage; Case Trucking Co., Charlotte; Caustic Soda Transportation Co., Asheville; Central Transport, Inc., High Point; Chafin Transfer Co., High Point; Champion Storage and Trucking Co., Inc., Greensboro; Childress Transportation Co., Sanford; City Coal and Tire Co., New Bern; City Transfer & Storage Co., High Point; Clay's Transfer Co., Rocky Mount; Coastal Freight Lines, Inc., Elizabeth City; Coastal Plains Distributing Co., Kinston; Coastal Transport, Inc., Goldsboro; Cochran, W. Floyd, Charlotte; Cole, M. C., Candor; Collins Transfer Co., Lumberton; Collins, Zollie A., Truck Line, Kinston; Colonial Transport, Inc., Wilmington; Coltrain, Tilmon R., Williamston; Commins, J. R., Rocky Mount; Comer, A. F., Transport Service, Rocky Mount; Commercial Delivery Co., High Point; Cook, W. M., Durham; Cooke, S. C., Murfreesboro; Cope Trucking Co., Bryson City; Craft, R. W., Winston-Salem; Crane & Truck Service, Inc., Bryson City; Cromartie Transport Co., Wilmington; Cruse Transfer Co., Concord.

Davenport Motor Express, Battleboro; Davenport Transfer, Inc., Ingalls; Davenport Brothers, Tarboro; Davis Transportation Co., New Bern; Dedmon, A. V., Trucking Co., Shelby; DeHart Brothers Trucking Co., Hickory; Disher Transfer and Storage Co., Winston-Salem; Dixie Storage & Distributing Co., Inc., Rocky Mount; Dove's Tranfer, Bladenboro; Dowless, T. C., Transfer, Bladenboro; Dumas-Giddens Oil Co., Inc., Goldsboro; Duncan Ulysses, Hamlet; Dunn, J. H., Jr., Scotland Neck; Dupree, A. R., Transfer, Tarboro; Durham Transfer & Storage, Inc., Durham.

Eastern Oil Transport, Wilmington; Eastern Transit Storage Co., Charlotte; Eaves Transfer Co., Charlotte; Eggleston Oil Transport Co., Reidsville; Ellis, C. P., Mount Olive; Erwin Oil Co., Inc., Durham; Everett Express, Inc., Tarboro; Everett Motor Line, Conetoe; Everette, W., Truck Line, Washington; Everette Trucking Co., Battleboro; Federal Motor Express, Mount Airy; Fisher's Transfer, Charlotte; Fishel, William Austin, Winston-Salem; Fleming-Shaw Transfer Co., Greensboro; Flippin, Coy, Pilot Mountain; Forbes Transfer Co., The, Wilson; Forsyth Motor Lines, Inc., Winston-Salem; Foust Brothers, Lexington; Fowler, M. M., Inc., Durham; Fowler, R. D., Motor Lines, Inc., High Point; Fox Transfer Co., Gastonia; Fraley's Motor Express, Greensboro; Fred's Truck Line, Winfall; Freeman, George V., Washington; Frigid-Way Transportation Co., Inc., Charlotte.

G. & H. Transit Co., Inc., Charlotte; Garner, James O., Southport; Gaskey Transfer Co., Salisbury; Gilbert & Martin Transfer Co., Winston-Salem; Goldston Motor Express, Inc., Spray; Goldston Transfer, Leaksville; Greene Transport Service, Inc., Fayetteville; Gresham, Sam T., Jr., Wilmington; Griffin and Grist Transfer Co., Charlotte; Grimes, Alton E., Robersonville; Grubb Motor Lines, Inc., Lexington; Guignard Brothers, Charlotte.

H. & L. Transportation, Greensboro; Hall, Everett, and Sons, Ahoskie; Hampton, Fred, Sparta; Harrell, J. J., Transfer, Burlington; Harrell Truck Line, Burgaw; Harvey's Transfer, Guilford; Hatcher, E. H., Laurinburg; Hearn, T. H., New Hill; Henderson Bonded Lines, Henderson; Henley, Carl, Landis; Herlocker Oil Co., Asheboro; Herron, Martin F., Asheville; Hester's Transfer, Bladenboro; Hickory Delivery Service, Hickory; Hickory Transfer Co., Inc., Hickory; Hill's Truck Line, Murfreesboro; Hill's Trucking Service, Colerain; Hinson Transport Co., Wilmington; Hobby's Transfer and Storage Co., Inc., Raleigh; Hodges, Ed F., Fairmont; Hoffler, J. W., Wallace; Holland Transfer Co., Statesville; Holland Trucking Co., New Hill; Holt, W. T., Inc., Richmond, Va.; Home Distributing Co., Ayden; Honeycutt, J. B., Co., Inc., Lucama; Honeycutt, J. W., Wadesboro; Hopper Brothers, Leaksville; Howell Transfer Co., Shelby; Humphrey, Lloyd, Kinston; Hunsucker, L. L., & Son, Newton; Hutchens, Charlie F., Boonville; Hyder, Clay, Trucking Line, Hendersonville.

J. & L. Transport Co., Wilmington; Jackson, J. J., Transfer Co., Winston-Salem; Jackson Truck Lines, Inc., Jackson; James, Vernon G., Elizabeth City; Jaspers Transfer & Storage Co., Inc., New Bern; Jenkins, J. W., Inc., Henderson; Jenrette Transport Co., Raleigh; Johnson, Bruce, Trucking Co., Inc., Charlotte; Johnson, Frank M., Conway; Johnson, J. L., Elizabethtown; Johnson & Sons, Fuquay Springs; Johnson's Motor Service, Hamlet; Jones, Henderson, Jr., Hillsboro; Jones Transfer, Fairmont; Jourdan Transfer, Inc., Durham; Joyner Trucking Co., Woodland; Jurgensen Motor Transfer, Wilmington.

K. & Y. Motor Lines, Fletcher; Kearney, Walter H., Warrenton; Keith, J. L., Wake Forest; Keith Motor Lines, Inc., Greensboro; Kenan Transport Co., Durham; Kimrey, Claud R., Albemarle; Kindley Brothers, Bryson City; Kirkman, Lee, Mount Airy; Kittrell, J. B., and Co., Inc., Greenville.

Lancaster, G. F., Clayton; Lancaster, Charlie H., Goldsboro; Lassiter Trucking Co., Laurinburg; Lawndale Railway & Industrial Co., Lawndale; Leary Brothers Storage Co., Edenton; Lemonds, Walter L., Biscoe; Lenoir Transfer Co., Lenoir; Lewis & Thompson Transfer, Bladenboro; Lineberger-Burgin, Inc., Lincolnton; Lockridge Transfer, Kings Mountain; Loftin, F. T., Troutman; Lorbacher, J. L., Durham; Lowther Trucking Co., Charlotte.

McCotter Truck Line, New Bern; McCotter, J. D., Inc., Washington; McCoy's Transfer, Durham; McGugan, J. G., Jr., Red Springs; McKenzie, Decoster, Salemburg; M. & S. Transport, Raleigh; Macon, Joseph L., Raleigh; Mann, LeRoy, Gastonia; Marion Freight Lines, Marion; Marley Brothers, Burlington;

Marrow, Arthaniel, Henderson; Marsh Trucking Co., Wilson; Martin, W. M., Charlotte; Martin, J. E., & Son Transfer Co., Charlotte; Martin Motor Lines, Winston-Salem; Mauney Cotton Co., Cherryville; Merchant's Delivery, Greensboro; Mid-State Delivery Service, Burlington; Moore, R. N., Cleveland; Morgan Transportation Co., Inc., Charlotte; Moss Trucking Co., Inc., Charlotte; Mouchet Trucking Co., Charlotte; Mullis Trucking Co., Monroe; Murray, L. W., Transport Service, Spring Hope; Murray's Transfer Co., Wilmington; Murrow's Transfer, Inc., High Point.

Nance, C. L., Transfer, Whiteville; Naylor, Cleadous, Dunn; Neuse Oil Co., Smithfield; Neece, E. R., Climax; Newman, Troy S., Leaksville; Nixon Brothers Transfer, Smithfield; Nolen Trucking Service, Gastonia; Nordan Transportation Co., Raleigh; North South Lines, Charlotte.

Oakley Transfer Service, Tarboro; Odell Truck Lines, Spray: Overcash Transfer, Charlotte.

Pait's Transfer, Bladenboro; Parker, A. B., Raleigh; Parker, B. S., Raleigh; Parks, Charles, Transfer Co., Greensboro; Parmenter Transport Co., Wilmington; Parnell Transfer, Inc., Parkton; Parrish Oil Co., Inc., Benson; Partin Brothers, Raleigh; Pate Transfer, Clinton; Pee Dee Oil Co., Inc., Wadesboro; Peele, F. L., Hatteras; Perry's Transfer Co., Raleigh; Petroleum Carrier Corp of N. C., Jacksonville, Fla; Petroleum Transit Co., Lumberton; Petroleum Transport Co., Mount Airy; Piedmont Mountain Freight Lines, Inc., North Wilkesboro; Pinnell, J. K., Warrenton; Pitt County Transportation Co., Inc., Farmville; Pitt-Young Trucking Co., Inc., Enfield; Poteat, Woodrow W., Hickory; Public Oil Co., Statesville.

R. & J. Transport, Winston-Salem; Raeford Trucking Co., Raeford; Raleigh Bonded Warehouse, Inc., Raleigh; Railway Express Agency, Inc., Atlanta, Ga.; Ratliff & Ratliff, Inc., Wadesboro; Ray, W. G., & Son, Inc., Burlington; Raynor, J. D., Wilmington; Read's Truck Line, Norlina; Reaves, W. T., Fayetteville; Reliable Transport, Inc., Raleigh; Renfro Transport Co., Wendell; Rick's Motor Lines, Selma; Rogers Oil Co., Raleigh; Roger's Transfer, Inc., Gastonia; Roney, W. C., Burlington; Rose, T. W., Transfer Co., Elkin; Rowland Trucking Co., Rowland; Rudisill, G. W., Greensboro; Russell Transfer Co., Charlotte; Russell, J. W., Raleigh.

S. & L. Transfer Co., Kinston; Samuel, Fred, Mount Airy; Sellers Transfer, Rowland; Service Distributing Co., Inc., Albemarle; Service Transportation Corp., Salisbury; Shamrock Transport Co., Winston-Salem; Shaw Transfer Co., Inc., Salisbury; Shelton, C. E. & C. T., Madison; Smith, Charles Lee, Grandy; Smith, J. P. Whiteville; Smith, S. B., Rocky Mount; Smith Transfer, Wilson; Smith, O. A., Jr., Reidsville; Sneed, Archie, Jr., Candor; South Atlantic Bonded Warehouse Corp., Greensboro; Southeast Transport, Reidsville; Southern Cotton Storage, Inc., Monroe; Southern Motor Express, Inc., Gastonia; Southern Spindle & Flyer Co., Inc., Charlotte; Southern Storage and Distribution Co., Durham; Southern Transfer Co., Asheville; Southland Express, Charlotte; Spencer, Carley I., Columbia; Spruill, W. C., Washington; Standard Paper Delivery Co., Asheville; State Trucking Co., Greensboro; Stegall Milling Co., Marshville; Stevens, I. J., & Sons, Wilmington; Strickland Transfer, Clinton; Sugg, S. William, Snow Hill; Sumner's Truck Line, Elizabeth City; Sutton, B. C., Kinston; Sutton, T. O., Mann's Harbor; Swann, A. D., Yanceyville.

Tallant Transfer Co., Inc., Hickory; Tanner's Transfer Co., Rocky Mount; Tapwell Transportation Co., Clinton; Tatum-Dalton Transfer Co., Inc., Greensboro; Tayloe & Evans, Inc., Ahoskie; Taylor Transfer, Greenville; Tennessee-Carolina Transportation, Inc., Nashville, Tenn.; Terminal City Transport, Inc., Wilmington; Terminal Trucking Co., Concord; Textile Motor Freight, Laurinburg; Thigpenn, T. L., Fayetteville; Thomas, S. J., Transfer, Burlington; Tidewater Transit Co., Inc., Kinston; Torrence, C. W., Davidson; Transport Corp., The, Blackstone, Va.

Union Coach Co., Monroe; Union Transfer Co., Asheville; Upchurch, George Robert, Laurel Springs; Utley, J. L., Apex.

Van Gorp Van Service, Louisville, Ky.; Vance Trucking Co., Inc., Henderson; Vaughan, B. B., Vick's Truck Line, Woodland.

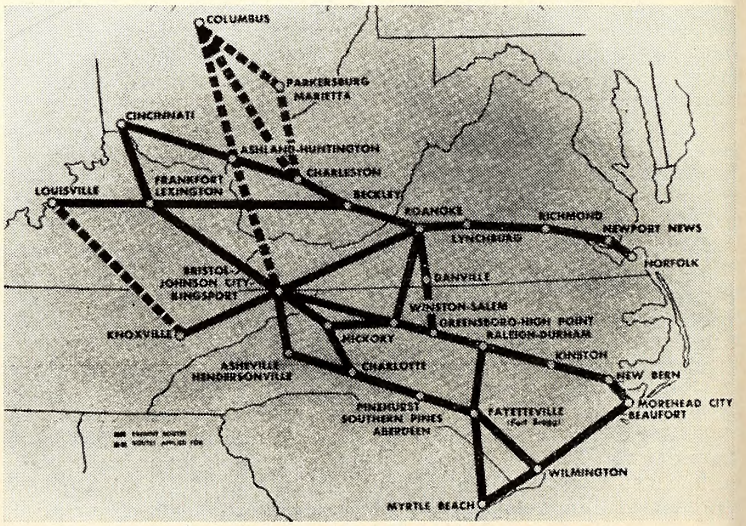
W. & J. Transit Co., Thomasville; Wall, Wade F., Trucking Co., Greensboro; Walker's Transfer, Roxboro; Walters, B. H., Marshville; Warren Brothers, Inc., Raleigh; Warren, W. B., Transfer Co., Dunn; Washburn Oil Co., Inc., High Point; Wayne Trucking Co., Goldsboro; Weathers Brothers Transfer Co., Inc., Charlotte; West Brothers Transfer and Storage, Inc., Raleigh; West Transfer Co., Asheville; Wetherington, L. H., New Bern; Whaley, Kirby, Beulaville; Whichard, W. S., Thomasville; White Transfer Co., Biltmore; White Transport Co., Spindale; Whitley, M. C., Asheboro; Whitmore, M. E., Inc., Henderson; Whittenton's Transfer, Dunn; Wicker, W. K., Pickup and Delivery, Burlington; Widenhouse, A. C., Concord; Wilder, J. W., Transfer Co., Greensboro; Wilkinson, Elmer N., Transfer, Mebane; Williams, Howard M., Laurinburg; Williams, R. H., Richlands; Williams' Transportation, Greensboro; Wilson, Henry Clay, Vanceboro; Wilson Transfer Co., Inc., Gastonia; Winecoff Motor Lines, Inc., Concord; Winecoff Transfer Co., Concord; Winston-Elkin Motor Express, Elkin; Womble, Julius, Sparta; Wright Motor Lines, Asheville.

Yarbrough Transfer Co., Winston-Salem; Young, J. W., Transfer, Charlotte; Young and Smith, Marion; Yount Transfer, Inc., Hickory.

Piedmont, Only N. C. Airline, 'Best Little Carrier' In Nation

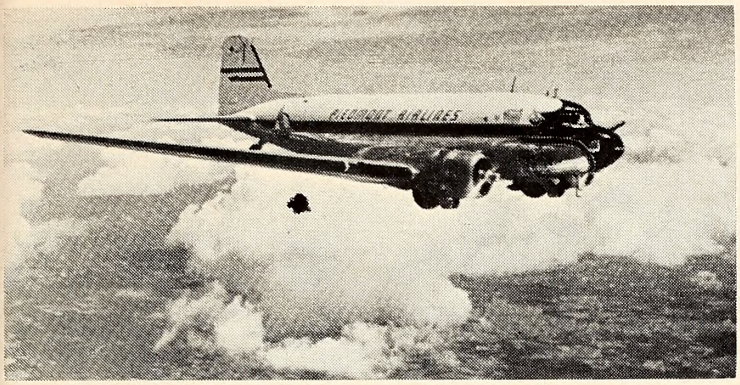
Piedmont Aviation, Inc., Winston-Salem, started as an airplane sales and service organization, less than six years ago became a local service carrier and in that time has developed into probably the best little local service carrier in the United States. That is the verdict of the Civil Aeronautics Board which in 1952 granted this organization the privilege of operating for seven years when three years is the usual period. In fact a CAB investigator recommended that the flying privilege be extended for 10 years.

Piedmont Aviation was formerly Camel City Flying Service, engaged in selling and servicing airplanes. In 1939 Thomas Henry Davis, then 20 years old, joined this organization as sales manager. In 1940 Camel City was reorganized as Piedmont Aviation and Davis, who had invested $14,000 in the company, was elected vice-president. Three years later he was elected president. In 1944, when the United States Government began to cut back in its training program, Piedmont Aviation pushed still further in its sales of airplanes. Business increased during the first postwar years. The company sold 163 planes in the Carolinas and Virginia in 1946 while conducting GI flight training for veterans.



Map showing routes of Piedmont Air Lines.

In 1944 Piedmont Aviation, with a small base and a small staff, had shown operation profits of $60,000 in five years and had access to ample capital. On June 2 of that year young Mr. Davis filed an application with the Civil Aeronautic Board for permission to operate a scheduled passenger, mail, express



Pacemaker of Piedmont Air Lines above the clouds over the mountains to the west.

and freight air service on nine southeastern routes to give an east-west service from the Carolinas and Virginia to the mid-west. Previously little or no airplane service had been given across the mountain ranges and passengers were required to fly either to Washington or to Atlanta to reach airplane service to the mid-west.

Piedmont Aviation was one of 40 organizations applying for air routes to the southeast. The CAB lumped these applications together and began hearing arguments in June, 1945. A decision, April 4, 1947, granted Piedmont Air Lines, one of two new routes over which to operate. The decision granted Piedmont Air Lines privileges of operating from the coastal cities of Norfolk, Morehead City and Wilmington to Louisville, Ky., and Cincinnati. Routes which rendered a valuable service to all major cities in North Carolina and most of the large cities in Virginia. Two established lines, Eastern and Delta, and one new firm, State Air Lines of Charlotte, challenged CAB action in granting routes to Piedmont Air Lines, the appeal going all the way to the U. S. Supreme Court.

Meanwhile in the three years before the court opinion was handed down, President Davis went ahead with his plans to provide service over the lines designated. He raised about $1,000,000 of which $700,000 was in stock in the company and $300,000 was in a bank loan. The first flight was made from Wilmington to Louisville February 20, 1948, and within a matter of weeks Piedmont Air Lines had planes operating over all four legs of the flight, a total of 1,748 miles. At that time Piedmont Air Lines had five planes in the air and 63 employees.

Piedmont Air Lines, classed as a local service air line, actually a feeder for other lines, in its first year of operation, was classified as the No. 3 company of the 18 lines established since 1938. In its first four years of operation, 1948-51, the company realized net earnings of about $300,000 and in five years the net earnings had reached $340,000. No dividends have been declared, officials plowing all profits back into the expansion and improvements of its service. In five years of operation Piedmont Air Lines increased its passengers by 470 percent, its air mail tonnage by 357 percent and its air express and freight by 608 percent. In 1948 the gross income reached $1,500,000. In 1952 it had increased to $5,300,000. Today Piedmont Air Lines is classed as the nation's leading local service line. Only 17 air lines in the United States carry more passengers than it does.

When it started operation, Piedmont Air Lines was granted a permit for only three years. The company asked for an extension of its life for seven years. Late in 1951 CAB Examiner Ferdinand D. Moran, after a careful study, recommended that the life of the organization be extended for ten years, stating in his report, "There has been greater public acceptance of Piedmont's service than any other local service carrier in its initial three-year experimental period". Up to that time no local service carrier had received an extension of more than five years and most of them had been given three years. CAB, in its decision, stated, "The record achieved by Piedmont is so outstanding among local service carriers using DC-3 equipment as to merit such recognition". CAB gave this such recognition in the form of extending its certificate for seven years as "an incentive to other local service carriers to strive for comparable results".

In the same decision CAB extended Piedmont's routes by 1,000 miles, giving it a total of 2,888 miles, adding Knoxville, Tenn., and several other smaller cities, including Hickory and Kinston in this State, to its routes. Thus given a more permanent basis, Piedmont Air Lines realized the need of more extensive operating facilities. Business had been conducted from a tar paper shack at Smith Reynolds Airport in Winston-Salem. A survey revealed the urgent need for 92,000 more square feet of office and hangar space. Louisville, Ky., and the tri-cities of Johnson City, Bristol and Kingsport, Tenn., both wanted Piedmont Air Lines to establish headquarters

N. C., BASE OF FIRST AIR FLIGHT, FINALLY IS BECOMING AIR-MINDED

North Carolina, in which the first heavier-than-air plane flew fifty years ago—at Kitty Hawk on December 17, 1903, built and operated by Wilbur and Orville Wright—has not been particularly air-minded. However, with the development of Piedmont Air Lines, Winston-Salem, and air traffic of five other commercial airlines serving the State, she is rapidly taking to the air, as the rate of enplaning passengers in 1951 showed an increase of 35 percent over the number in 1950—and the 1952 and 1953 figures are expected to show continuing sizable increases.

In 1951 North Carolina was 27th among the states in the number of enplaning passengers, but was 10th in the increase that year over 1950. In 1950 the enplaning passengers reached 368,157, giving the 45 percent increase over 1950. North Carolina had 136 airfields in 1951, which is 2.18 percent of the total of 6,237 airfields in the United States. Of the 136 N. C. airfields, 82 were classified as Class I or Sub I, meaning they can handle only small privately owned planes.

Charlotte has the largest air business, with 186,191 enplaning passengers and 520.8 tons of mail business. In fact, Charlotte handled slightly more than 50 percent of passengers and air mail tonnage in the State in 1951. Four of the six airplane lines serving the State serve Charlotte. These are Capital, Eastern, Piedmont and Southern. The other two are Delta and National.

Enplaning passengers in the other 13 cities with commercial lines in 1951 were, in rank, as follows: Raleigh-Durham, 62,691; Greensboro-High Point, 38,388; Asheville, 20,294; Winston-Salem, 18,313; Wilmington, 14,930; Fayetteville, 14,872; New Bern, 7,126; Elizabeth City, 1,388; Rocky Mount, 1,146; Goldsboro, 961; Pinehurst-Southern Pines-Aberdeen, 684; Hickory, 596; Morehead City, 577.

Greensboro-High Point is next to Charlotte in air mail tonnage, with 162.9 tons in 1951, followed by Raleigh-Durham, 145.5 tons; Fayetteville, 45.9 tons; New Bern, 44.4 tons, and Winston-Salem, 42.1 tons.

Plans are being developed for another commercial airport to serve Edgecombe, Nash, Pitt and Wilson counties, and the cities of Greenville, Rocky Mount, Tarboro and Wilson.—Data from North Carolina Facts, Raleigh, N. C.

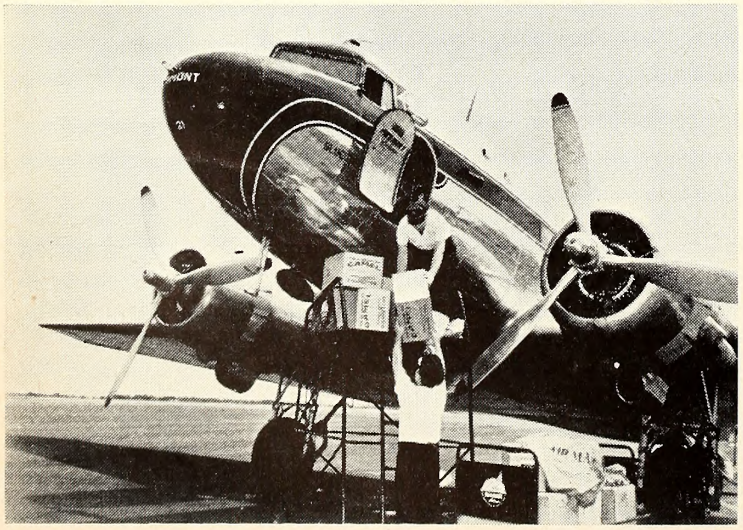
there and offered to provide all space necessary. The appeal to locate headquarters in Louisville was logical as this was the area of the heaviest traffic. Across the Ohio River from Louisville was Cincinnati, the greatest producer of traffic for the line. The Tri-cities came second in this respect.

But President Davis was a Winston-Salem man and the home ties were strong. The decision was reached to stay in Winston-Salem after Forsyth County agreed to erect a larger office building and to provide increased hangar space, in accordance with Piedmont's specifications, on the old County Home property just across the highway from Smith Reynolds Airport. It meant about $500,000 was to be raised by revenue bonds. Davis agreed to lease this property for 20 years with an option to buy at the end of ten years. Forsyth County stands to make a reasonable profit of about $100,000 over the 20-year period. The proposal has been taken to the courts to assure legality of the action.

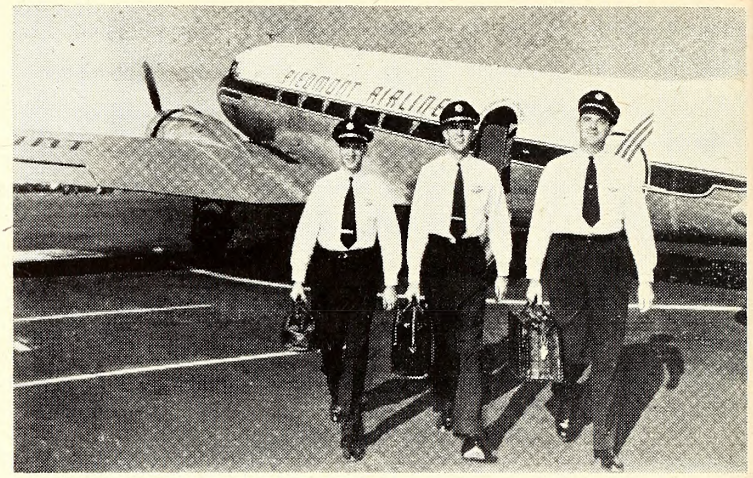
Forsyth County and Winston-Salem did not want to lose Piedmont Air Lines. The company's payroll, with its 725 skilled operatives, amounts to about $2,300,000 annually. Of this amount about $1,500,000 was paid to workers living in or with headquarters in Winston-Salem. So the headquarters will remain there.

Local service carriers such as Piedmont must make many stops with its short lines and short hops and stops are costly. The problem of equalizing loads presents many difficulties. In certain sections of a flight, traffic may be heavy while on others the loads may be light, not utilizing space at its maximum. In addition, large staffs of ground personnel are required for the frequent stops and this, too, is expensive. However, Piedmont has brought the average cost per mile down to 84¢-92¢, which is the lowest cost in the business. The next lowest is $1.25. Piedmont manages to keep its planes in action an average of nine hours daily, which is a splendid record. The planes, even over the difficult mountain routes, have completed 98% of their flights and have had only two minor accidents. The planes have flown more than 150,000,000 miles without a fatality or compensable injury.

President Davis maintains that the DC-3, known as the Air Force "work horse", is the best available plane for Piedmont activities at this time, even



Quick landing, unloading, loading and take-off of passengers, mail, express and freight by Piedmont Air Lines.



Young and husky crew of a Piedmont Air Lines Pacemaker.

though it is not ideal for short hauls. It has a low loading capacity and is costly to operate. President Davis is making a study of planes working toward development of a new type which will cut operating costs by 10¢ per plane mile, which will carry 24 passengers, will cruise at 200 miles per hour, with an operating range of 350 miles, with a maximum load and with allowance for five stops. He feels that such a plane can and will soon be developed.

President Davis has set as a goal of revenue income so that no air mail subsidy will be needed. In 1952 air mail subsidy accounted for 28% of Piedmont's revenue; without it it would have been in the red. A 65% load factor—that is, 65% of all revenue space filled on all trips—is needed for successful operation. In 1948 Piedmont had only a 28% load factor but had increased it to 48% in 1952 and the percentage is continuing to increase. In June, 1953, Piedmont carried 24,442 passengers more than 5,000,000 passenger miles, a Piedmont record and probably a record for any local service carrier. Piedmont has become the top local service air line in the United States.

Through its efficiency efforts Piedmont has reduced its "deadwood" flights to a minimum. CAB Examiner Moran said: "Since the beginning of its operations Piedmont has had an outstanding record of declining costs and rising revenues". Spencer V. Rice, sales manager for American Air Lines, Richmond, after watching a Piedmont plane land, unload, load and take off in less than five minutes, said: "That's Piedmont for you. They come in and get out of an airport faster than any other air line I know."

Piedmont has three principal east and west air lines with many connecting and cross lines. These principal lines are:

Norfolk via Newport News, Richmond, Lynchburg, Roanoke and Beckley, where one line bears northward to Charleston, Asheland-Huntington and Cincinnati; the other to Lexington and Louisville, Ky.

Morehead City-Beaufort via New Bern, Kinston, Raleigh-Durham, Greensboro-High Point and Winston-Salem to the Tri-Cities of Bristol-Johnson City-Kingsport, Tenn., Lexington, Ky., and Cincinnati.

Wilmington via Fayetteville, Pinehurst, Charlotte, one prong going from there to Hickory and the Tri-Cities and the other prong via Asheville-Hendersonville to the Tri-Cities.

The connecting and cross lines include three lines leaving Roanoke, Va., one to Danville and Greensboro, another to Winston-Salem and the third to the Tri-Cities and Knoxville, Tenn.; a short line connects Winston-Salem and Hickory. A line extends from Morehead City via Wilmington to Myrtle Beach, S. C., and another line from Myrtle Beach via Fayetteville to Raleigh-Durham.

Piedmont's east-west lines are really breaking new ground. About 15% of the passengers are taking their first flight. The line serves cities with a combined population of about 6,000,000. They are important from a national defense view point, having along the line several army camps, Pickett, Eustice, Lee and Bragg, and two marine bases, Lejeune and Cherry Point. It also serves the Atlantic beaches, including Virginia Beach, Morehead City, the Wilmington beaches and Myrtle Beach, at the same time appealing to winter golfers in the Sandhills and summer visitors in the mountains. In fact, about 18% of the summer passengers are vacationists. It is interesting to note that Baptist Hospital in Winston-Salem generates more passenger business than all other Winston-Salem businesses combined. Piedmont looks forward to developing increased business from the important industrial and commercial centers which it taps.

Thomas Henry Davis, born in Winston-Salem in 1919, has had a flair for the air from his youth. Before he was ten years of age he was building model airplanes and flying them in his back yard. At the age of 15, after taking flying lessons for 2½ hours at the old Miller Airport in Winston-Salem, he took off on his first solo flight. After finishing high school, he agreed to study medicine and took a four-year pre-medical course at the University of Arizona because he was troubled with asthma but primarily because there he had year-around flying weather. He finished the medical course but also became a licensed commercial pilot. When he became president of Piedmont Aviation in 1943, Mr. Davis began plans for inaugurating a flying service in addition to the firm's sales and service activities and training GI students to fly.

President Davis has built an efficient and progressive organization, composed largely of able young men. From Eastern Air Lines he recruited several assistants, including R. D. Hager, vice-president and right-hand man; L. W. Golson, traffic manager; Gordon Brown, administrative assistant; R. E. Turbeville, in charge of stations, and L. A. Watson, in charge of communications. From his older organization he has continued H. K. "Zeke" Saunders, flying and maintenance, and Milton Fare, accounting.

Officers of Piedmont, in addition to President Davis, are R. D. Hager and R. S. Northington, vice-presidents; H. K. Saunders, vice-president, operations; and M. F. Fare, secretary. The Board of Directors is composed of Mr. Davis, Mr. Hager, R. S. Northington, M. F. Fare, E. L. Davis, Sr., E. L. Davis, Jr., Thurmond Chatham, C. E. Norfleet, Glen E. Anderson, and Frank Dowd.

Piedmont Air Lines has capital asets of $2,295,000, including capital of $1,140,500 and surplus of $342,000. Although the corporation has never declared a dividend, it has continued to invest its earnings in expansion of plant, equipment and personnel, its physical properties now having a valuation of approximately $1,500,000. Barring unforeseen difficulties, Piedmont's earnings in 1953 are expected to reach $100,000. It is well on its way toward successful and remunerative operations.

Luxury Busses Carry Passengers Locally and Nation-Wide

CAROLINA COACH CO.
Raleigh

By JOHN D. MINTER, *J. Walter Thompson Co.*

On a Tuesday afternoon in this past September a young mother and her little girl boarded a Carolina Trailways bus at Raleigh for a trip to Charlotte. The little girl was upset and was crying, but a resourceful bus driver pulled from his pocket a stick of chewing gum and soon she was all smiles and happy again. The young mother was happy too, since she remembered that this same bus driver had given her chewing gum when she, too, was a little girl—some 20 years ago, when she was taking a bus trip with her mother.

The point of this little story is that Carolina Trailways is now serving its third generation of North Carolinians. Driver Torrence Ingold—the lovable chewing gum dispenser, has been operating buses between Charlotte, Greensboro and Raleigh since 1922; and since 1929 for Carolina Coach Co. He holds his company's highest safety award for having driven 18 years without a chargeable accident.

Carolina Coach Co. was organized in 1925 when it purchased the bus lines then operating between Raleigh and Greensboro and between Raleigh and Rocky Mount. The Raleigh-Greensboro line was purchased from two brothers—Al and Mike Kramer, who are credited with bringing the first "sedan" type bus to North Carolina. In 1926 it bought from the Gresham interests a line operating between Raleigh and Fayetteville, and also was granted permission to extend its Raleigh-Rocky Mount line eastward to Washington, N. C.

Driver J. A. "Red" Waters, another old timer, began his daily run between Raleigh and Washington, N. C. in 1926 and still has it today. "Red" Waters, like Torrence Ingold, can pick up passengers at Zebulon, Middlesex or other communities

N. C. BUS ASSOCIATION EXPANDS TO INCLUDE ALL LARGE CARRIERS

The North Carolina Bus Association was organized about a decade ago, made up of short line operators. Marshall C. Kurfees, now mayor of Winston-Salem, was one of the prime movers in the organization and served as the executive secretary and treasurer for several years.

The original plan of members operating bus lines of not more than 100 miles was changed a year or so ago and the large bus operators also became members. At its annual meeting in Charlotte last June the association decided to employ a full-time secretary.

C. D. Hardin, manager of the Gastonia Transit Co., Gastonia, was elected president, succeeding Louis M. Wade, operator of the Southern Coach Co., Durham and Raleigh; G. L. Winders, Sanford, was elected vice-president, and V. A. Hasty, Fayetteville, secretary-treasurer.

along his Raleigh-Washington route and discuss grandma's health, Aunt Susie's new job in New York, or any number of personal subjects resulting from being a neighbor to the people along 90 miles of highway for 27 years.

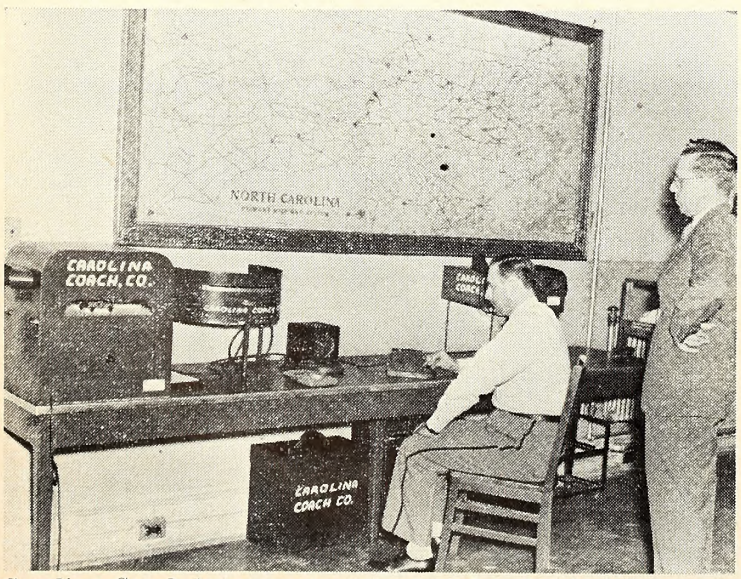
Such drivers as Torrence Ingold and "Red" Waters—and there are many others, prove the stability and "neighborliness" of Carolina Coach Co. over the years. Its officials realized early that its future was dependent on convenient, dependable and neighborly service rendered to the people and the industries of the state; and only with them could it grow and prosper.

In 1928 the company, through purchase, obtained routes between Rocky Mount and Norfolk, via Winton and by Rich Square. Early the next year it purchased the franchise between Greensboro and Charlotte from the Southern Coach Co. and the route from Rocky Mount to Richmond from the Virginia Southern Coach Co.

In 1939 its lines were extended southward from Rocky Mount to Jacksonville, N. C. by purchasing the operating rights of Safety Transit Lines which had served this area for six years. George Springle, a partner in the Safety Transit Company joined Carolina Coach Co. when his company was purchased and today handles Carolina Coach's insurance and tax matters. The Rocky-Mount-Jacksonville purchase came at a fortunate time as the government later built Camp Lejeune at Jacksonville. The company became a vital transportation link for the thousands of marines, who have been and still are being trained in that large marine base.

In 1948 the company received permission to operate from Jacksonville into Wilmington, thus providing routes from the lower coastal area of North Carolina to Norfolk and to Richmond—the gateway to the larger cities of the east.

In July, 1952, Carolina Coach Co. purchased Red Star Bus lines and its wholly owned subsidiary—Eastern Shore Transit Lines of Salisbury, Md. These companies had served for years the Del-Mar-Va peninsula, with service from it to Philadelphia, Baltimore, Washington and Norfolk. With this purchase Carolina Coach expanded its service from two states to five, adding Maryland, Delaware and Pennsylvania.



Carolina Coach bus operators are tested and retested for eye-hand coordination, reflexes, nerves and vision.



Modern Trailways coach of Carolina Coach Co. delivers passengers all over nation.

Early in 1953 Carolina Coach Co. entered into a contract with Norfolk Southern Bus Corp., a subsidiary of the railroad of the same name, to purchase its bus rights in Virginia and North Carolina, its equipment and garage facilities—subject to the approval of the Interstate Commerce Commission, the North Carolina Utilities Commission and the Virginia Corporation Commission. While this purchase has already been approved by the N. C. Utilities Commission and the Virginia Corporation Commission, it has not yet been approved by the Interstate Commerce Commission which is necessary before consummation of purchase can take place.

(Sale approved by ICC first week in January, 1954.)

Based on its required reports to the Interstate Commerce Commission and the North Carolina Utilities Commission; Carolina Coach Co. in 1952 transported over six million passengers on all its routes and over 4 million in this State. The company operates 221 buses of which 185 are licensed for service in North Carolina.

In 1938 Carolina Coach Co. became an associate member company of National Trailways Bus System —an association of independently owned bus lines doing business in all sections of the United States. This association is now serving over 60,000 miles of the nation's highways. Carolina Coach Co. therefore uses "Carolina Trailways" as its trade-name and is most generally referred to this way. As a Trailways associate company it cooperates with other Trailways companies in providing through bus service over great distances. The Norfolk-Fayetteville, Norfolk-Charlotte, and Norfolk-Salisbury, N. C., routes of the company have become integral "legs" of three important coast-to-coast routes where a passenger may travel from east to west coast on the newest type buses with a change required only at Dallas, Texas. The Fayetteville-Richmond and the Charlotte-Danville routes are vital links in Trailways routes between New York and Florida and other deep south points. The north-south bus schedules maintain connections at Carolina terminals, with the coast to coast routes already mentioned.

Other North Carolina Trailways carriers represented in the vast through operations are Queen City Trailways, of Charlotte; Smoky Mountain Trailways, of Asheville; and Virginia Trailways, of Charlottesville, Va., whose routes junction with Carolina Trailways in this State at Burlington and Durham, and at Richmond and Danville, Va.

The same stability as represented by its driver corps is also reflected in the Carolina Coach Co. management. In its 28 year history, its top management has changed only three times. H. H. Patterson was the company's first president, serving from 1925 through 1927. H. H. Hearn, who had served under

Patterson as general manager, continued as head of the company with this same title until 1938 when his health failed. R. C. Hoffman, Jr., was elected president in 1933, although he continued to serve as head of other utilities at the same time, with headquarters in Roanoke, Va. In 1940, due to Mr. Hearn's retirement and the vast growth of Carolina Coach's routes and revenue, Mr. Hoffman relinquished all other management duties and moved his residence to Raleigh where he devotes his full time to this company's management.

R. B. Small, Carolina Coach Co. secretary and treasurer, joined the company in 1941, following utility administration work in Wisconsin, Texas and New York.

John H. Thomas, manager of operation for the company since 1948, came to Carolina Coach Co. from the Lynchburg Transit Co. where he had been associated with Mr. Hoffman in the management of that company.

W. Glenn Humphrey is the company's sales and terminal director. He joined the company in 1929 and was soon thereafter elevated to traffic manager —the title he now holds.

ATLANTIC GREYHOUND LINES
Charleston. W. Va.

Atlantic Greyhound Lines, with headquarters in Charleston, W. Va., and a unit of the National Greyhound system, was organized 28 years ago in Charleston, W. Va., as the Midland Trail Transit Co., headed by Arthur M. Hill, now chairman of the board of Atlantic Greyhound lines and president of the National Association of Motor Bus Operators. The first line started was from Charleston to Huntington and Gauley Bridge. Within five years operations had spread over six states surrounding West Virginia.

New lines were acquired through purchase and merger and extending into new territory. The Blue and Grey lines which had acquired other lines and the Camel City Coach's lines, Winston-Salem, operating in the Carolinas and Georgia, were merged in 1931. This combination merged with the Atlantic Greyhound lines extending the coverage to 11 southeastern states. John L. Gilmer, Winston-Salem, had started the Camel City lines and had developed extensive operations in the three states. With the merger he had become vice-president and sales manager of Atlantic Greyhound lines, continuing in those positions until his death in 1947. Mr. Gilmer had also been a key man in organizing the Queen City Coach Co., Charlotte, serving as its president for several years.



A modern GMC coach placed in operation in 1952 by Atlantic Greyhound Corp.

Atlantic Greyhound Lines now operates about 500 coaches with 700 drivers and has about 2,000 employees with an estimated payroll for 1953 of $8,000,000. The Atlantic unit operates over 8,000 miles of routes in Pa., W. Va., Ohio and Ky., and seven other states south and east of these. In combination with the National Greyhound system Atlantic Greyhound furnishes passenger service to all parts of the United States and into Canada with a minimum of change en route.

In North Carolina Atlantic Greyhound operates over 1,777 miles of routes. General franchise rights in this State include the following: Raleigh, Goldsboro, Wilmington to Charleston, S. C.; Raleigh, Henderson, Norlina to Richmond and Norfolk, Va.; Raleigh, Fayetteville, Laurinburg to Charleston and Columbia, S. C.; Raleigh, Asheboro, Lexington to Winston-Salem; Winston-Salem, Greensboro, Reidsville to Richmond and Norfolk, Va.; Winston-Salem, Elkin, North Wilkesboro, Boone to Bristol, Va.; Winston-Salem, Statesville to Charlotte.

Atlantic Greyhound maintains garages in Asheville, Charlotte, Raleigh and Winston-Salem and operates into Union terminals in the principal cities of Asheville, Charlotte, Greensboro, Raleigh and Winston-Salem.

In addition to its general franchise routes Atlantic Greyhound offers limited and express schedules, charter busses for special groups, charter tours, preplanned trips and package express service.

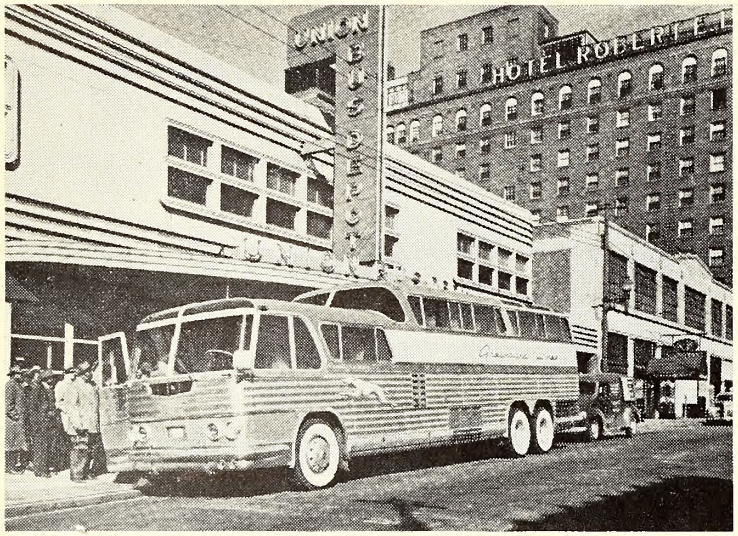
Benefits are provided for all Atlantic Greyhound employees including health and accident, groups plan, pension plan and employees welfare fund.

Atlantic Greyhound has been a pioneer in improving its coaches to provide the maximum of comfort to its passengers. Its busses are provided with radiant heating and cooling systems, better visibility with deeper and softer cushions and more room for its passengers. Hydraulic power is used in braking and steering its busses. Its drivers are given extensive and intensive training. New drivers are accompanied by more experienced men on several trips before they are placed in charge of busses.

In the 23 years since Bus Transportation Magazine inaugurated its Maintenance Efficiency Award Atlantic Greyhound has won this award five years consecutively and five other times, making a total of ten annual awards out of 23.

Arthur M. Hill, chairman of the board; George S. Engle, president, and most of the other officers are located at Atlantic Greyhound headquarters in Charleston, W. Va. One general officer, Clarence T. Leinbach, treasurer, is located in this State, along with J. W. Alspaugh, director, both of Winston-Salem. Other key personnel in this State include L. C. Myers, division manager, Winston-Salem, and D. D. McAfee, division manager, Raleigh, and four supervisors: Ben Aldridge. Winston-Salem; E. V. Garren, Asheville; J. B. Hatcher, Raleigh, and F. H. Titlow, Charlotte.

The Greyhound Corporation, the nationwide organization, had its beginning in Hibbing, Minn., in 1914, when the first embryonic Greyhound was a single livery auto that chugged over a rutted two-mile route between the communities of Hibbing and Alice. Carl Eric Wickman operated this Hupmobile on



Greyhound new scenicruiser to be placed in operation in 1954, in front of Winston-Salem bus terminal.

hourly schedules at 15¢ one way or 25¢ for a round trip.

Ralph Bogan started service over the same route and a fare-cutting battle followed. Finally they decided to combine operations. The success of their venture was the basis upon which the present day Greyhound system was developed. A little later Orville Caesar, operating a bus line out of Superior, Wis., joined the two and these three formed the nucleus around which Greyhound was built.

Greyhound, the now familiar name, was not adopted until 1926. One of the companies which affiliated with the Motor Transit Co., as it was then known, used a racing greyhound dog as its trademark. Patrons began to refer to this as "The Greyhound lines" and the grey busses became known as "Greyhounds". This then became the name of the organization which operates inter-city busses throughout the United States and into Canada.

Today the nationwide Greyhound system operates 6,600 highway cruisers over nearly 97,000 miles of routes through all 48 states and Canada. Greyhound busses travel more than one and one-half million miles a day and carry more than 200,000,000 passengers annually. In the 25 years, 1927-51, Greyhound's gross operating revenues have risen from $2,536,000 to more than $226,597,000. In 1927 the company had 269 stockholders—the number is now more than 59,000.

One of the high spots in Greyhound operations came during the great depression. Chicago's "Century of Progress" exposition was held in this period. Greyhound contracted to operate 60 special busses on the fairgrounds. The company leased blocks of rooms in the Chicago hotels and organized tours from every state in the Union. These tours form the basis for the wide variety of expense-paid tours Greyhound now operates into every section of this country, Canada and Mexico.

QUEEN CITY COACH COMPANY
Charlotte

When Queen City Coach Co., Charlotte, was organized, slightly more than a quarter of a century ago, it took over one franchise and operated 13 busses over 240 miles of road. Today this company operates 250 busses with 4,500 miles of franchise in six states and last year hauled more than five and a quarter million passengers. Although North Carolina owned from the beginning, it provides through traffic from several points in the State to distant points throughout the country by means of its association with other bus lines.

The moving spirit in the organization of this extensive passenger carrier in North Carolina and other states was L. A. Love, Sr., now vice-president and general manager of Queen City Coach. Mr. Love, of Concord, and J. F. Lowder, of Mount Pleasant, had secured charter rights to operate a bus line from Charlotte to Wilmington and with a shuttle bus from Lumberton to Fayetteville, operating as Eastern Carolina Coach Co., Inc. The new corporation, formed in 1928, took over this bus line with all of its rights and equipment and continued operation with Mr. Love as manager. It was not long, however, until the new company began its process of expansion and extension, which continues until today and with prospects for further expansion in future years.

Original organizers of the corporation included many well-known and substantial citizens in several sections of the Piedmont area of the State. In addition to Mr. Love, these included the original officers, the late John L. Gilmer, Winston-Salem, president; W. Erskine Smith, Albemarle, vice-president; R. G. Holder, Winston-Salem, secretary; the late Powell Gilmer, Winston-Salem, treasurer, and Mr. Love, general manager. Other original stockholders were the late Grover C. McManus, Albemarle; the late Sheriff James Flake Martin, Wadesboro; the late A. D. Caudle, Albemarle; D. J. Hatley, Albemarle, and Herman H. Hardison, Wadesboro.

The organization had no par stock with $230,000 paid in. The home office during the first few years was in Winston-Salem, later moving to Charlotte. It operated the Charlotte-Wilmington line with shuttle bus from Lumberton to Fayetteville with 13 busses and about 15 employees. Mr. Gilmer, who then operated the Camel City Lines, Winston-Salem, suggested the name, Queen City Coach in honor of Charlotte, an established designation.

Queen City Coach the next year started its expansion program. First it took over the T. J. Roberts Line from Shelby to Asheville and purchased the line operated by "Smoky Joe" Wright, still head of the Smoky Mountain Stages, Inc., Asheville, which operated from Shelby to Charlotte. In 1930, the next year, Queen City Coach took over the B & H Coach Line from Charlotte via Hickory to Asheville. About the same time it purchased from Mr. Wright the Charlotte to Greenville, S. C., line (sold in 1935 to Old South Lines). The next year it bought from Mr. Wright the Greenville, S. C., to Atlanta line. In 1934-35 it established the line from Charlotte to Myrtle Beach by securing a certificate of convenience and necessity from North and South Carolina regulatory bodies.

John L. Gilmer and his brother, Powell Gilmer, sold their interest in Queen City Coach Co. in 1934. Mr. Gilmer meanwhile had merged his Camel City Lines with Atlantic Greyhound lines of Charleston, W. Va., and became vice-president of the latter organization. At the same time he purchased the Charlotte-Atlanta line for Atlantic Greyhound lines. When Mr. Gilmer sold his interest in Queen City Coach, he resigned as president and W. Erskine

Smith, Albemarle, prominent attorney and State legislator, was elected president of Queen City Coach Co.

Continuing its expansion, Queen City Coach purchased in 1934-35 the Greensboro-Fayetteville bus line, inaugurated the line from Greensboro to Fayetteville, via Siler City and Sanford; the Winston-Salem line, via High Point and Asheboro to Fayetteville; Greensboro-Charleston, S. C., line via Rockingham and Florence and the Durham and Chapel Hill line to Rockingham via Pinehurst and Southern Pines. After a temporary letup in expansion, Queen City Coach in 1938 purchased from the East Tennessee and Eastern North Carolina Transportation Co. of Johnson City, Tenn., the line from Hickory to Johnson City and Bristol, Tenn.

After a longer interval Queen City Coach in 1943 acquired Georgia-Florida coaches operating from Augusta, Ga., to Lake City, Fla., via Dublin and Douglas, Ga. More recently in 1952-53 Queen City Coach acquired the franchise from Smoky Mountain Stages to operate between Charlotte and Augusta and from Charlotte to Greenville and Anderson, S. C.

Since North Carolina laws require a central or union bus station for all bus lines operating into and out of cities and towns within the State, Queen City Coach has built and owns numbers of terminals in North Carolina. Here and elsewhere it has arrangements with other bus companies owning some stations, owning others jointly with other bus lines and leasing privileges of using stations belonging to other lines. Cost of using stations belonging to other lines are pro-rated on the basis of revenues received from such stations.

Always owned and operated by North Carolinians, Queen City Coach has expanded its 13 busses and 240 miles of franchise into its present ownership of 250 busses and 4,500 miles of franchise. From around 25 employees at the beginning, receiving annual salaries and wages of $32,000, Queen City Coach now has 525 employees with an annual payroll of $1,782,000. Although its busses operate in North and South Carolina, Georgia, Florida, Tennessee and Virginia, approximately two-thirds of the payroll is distributed in North Carolina. This means that approximately $1,188,000 is paid out each year to workers who either live or have their headquarters in this State.

Queen City Coach has expanded its operations until its gross revenue is approximately $5,000,000 a year. The value of its plant and equipment is now $2,683,493, while the capital and surplus is shown at $2,747,994. In 1952 Queen City Coach hauled 5,228,000 passengers and traveled 13,125,000 vehicle miles.

Queen City Coach is a member of National Trailways, an association of 52 independent bus companies which advertise jointly and cooperate fully in the handling of passenger traffic. Through this association arrangements are made by which passengers may board busses and ride to points throughout the country with no changes or possibly one or two changes. The network of these busses is nationwide and provides continuous travel with a minimum of changes. This proves a very definite and complete service to the traveling public. For example, a passenger may board a bus at Raleigh or Charlotte and travel to the West Coast with only one change, at Memphis or Dallas. Other through busses are from Raleigh to Dallas, Charlotte to Chicago, Fayetteville to Memphis and Dallas, Raleigh and Fayetteville to Miami; Charlotte and Greensboro to Tampa and numerous others.

Queen City Coach provides with small cost to its employees insurance plans for life, health and accident, hospitalization with surgery benefits. The company also operates a bonus plan based on percentage of earnings and has established a Pension Trust Plan for all employees and is building up a fund which is handled by the Wachovia Bank & Trust Co. as trustee. This is in addition to Social Security benefits. Annual vacations are provided for employees ranging up to two weeks based on length of service. Mr. Love takes a great interest in the welfare of his employees and their families. He encourages home ownership and both he and Queen City Coach aid employees in securing satisfactory and comfortable homes.

Principal officers and directors of Queen City Coach Co., some of whom are not active in company affairs, are H. H. Hardison, Wadesboro, chairman of the board; W. Erskine Smith, Albemarle, president; L. A. Love, Sr., vice-president, general manager and active head of the organization; Joe W. Wright, Asheville, and Guy D. Carpenter, Asheville, vice-presidents, and J. D. Love, Charlotte, son of the general manager, assistant secretary; with these additional directors: James F. Martin, Charlotte, and C. H. Bost, Newton. Additional officers are J. H. Quattlebaum, vice-president—traffic; Hal J. Love, Wilmington, vice-president; Shearon Harris, Albemarle, secretary; James A. Hardison, Wadesboro, treasurer; S. J. Little, Wingate, assistant treasurer, and R. G. Holder, comptroller.

L. A. Love, Sr., directing head of this extensive organization, is a native of Stanly County and owns the Old Love homeplace a few miles off the Charlotte-Albemarle Highway. He began his passenger transportation career by operating a taxi in Concord in 1917. Transportation by motor was not regulated in those days. Gradually he extended his lines to Monroe, to Wadesboro and to other points in and around Charlotte in the 1920-21 period. Soon afterward he and J. Frank Lowder organized the Eastern Carolina Coach Co., Inc., and operated the line from Charlotte to Wilmington, which in 1928 became the first link of Queen City Coach Co. For several years he has been a director of National Trailways and of the National Association of Motor Bus Operators. He continues his interest in his native community and especially in Love's Chapel, a Methodist Church started by his ancestors. In recent years he has provided most of the funds for erecting a new church building and for the more recent completion of a Sunday school addition. He owns a 250-acre estate on Lawyers Road a short distance outside the Charlotte city limits and delights in raising cattle and mules, and has a stable of fine Tennessee walking horses.

SMOKY MOUNTAIN STAGES, INC.
Asheville

Smoky Mountain Stages, Inc., 25-31 Spruce Street, Asheville, the fourth bus organization to be licensed to operate in North Carolina, was incorporated in 1934 by Joel W. Wright. Previously Smoky Mountain Stages had operated as a part of Queen City Coach Co. with Mr. Wright as general manager of the western end of the business, ranging from Ashe-

ville westward. The new corporation took over this western end of the business from Queen City Coach Co. These two organizations continue to cooperate fully in their operations. In fact, Mr. Wright is the largest stockholder and continues as a vice-president and director of Queen City Coach Co.

Smoky Mountain Stages, frequently referred to as Smoky Mountain Trailways, was the first North Carolina bus company to join and continues as a member of National Trailways Bus Association. When organized, it had authorized capital stock of 1,000 shares with no par value. At that time it operated four busses, two white and two yellow coaches, and operated lines from Asheville to Cornelia, Ga., and Asheville to Murphy. First officers were Joel W. Wright, president and general manager; Wayne Wright, vice-president, and J. R. Lewis, secretary and treasurer.

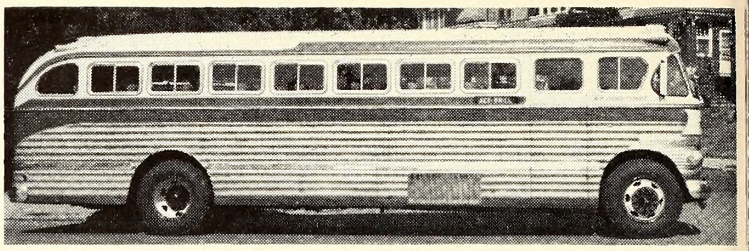
Smoky Mountain Stages in 1935 secured a permit to operate from Murphy to Chattanooga, Tenn., and in the same year a line was purchased operating from Murphy to Atlanta. About the same time a line was established from Asheville to Brevard, then extended to Pickens, S. C., and from Pickens to Anderson, S. C. Later this line was extended still further to Augusta, Ga.

In 1936 the company secured a permit to operate a line from Asheville to Gatlinburg, Tenn., through the great Smoky Mountains National Park. The Interstate Commerce Commission in 1942 permitted Smoky Mountain Stages to establish a line from Anderson to Lavonia, S. C., and the company bought a line from Toccoa, Ga., to Augusta. The next year a permit was secured to operate from Lavonia to Commerce, Ga. Smoky Mountain Trailways later established a through route from Charlotte to Atlanta. Recently part of the route was sold to Queen City Coach Co., and today the route is known as "The Rebel Route" and Trailways' busses operate from New York to Dallas over part of the route owned by Smoky Mountain Stages.

Smoky Mountain Trailways operates over 1,500 miles of routes in North Carolina, Tennessee, South Carolina and Georgia with ten principal stations and 100 other agency stations. The company owns and operates 75 passenger busses with capacities of 33, 37 and 41 passengers. These coaches are diesel and regular gasoline motors manufactured by General Motors, ACF-Brill and Aerocoach. Terminals are owned jointly with other companies or leased for bus station stops. The home office is located in Asheville



New GMC coach operated by Smoky Mountain Stages, a Trailways associate.



Modern AFC-Brill coach operated by Smoky Mountain Stages, Asheville.

with shops and garages in Asheville, Knoxville, Murphy and Atlanta.

Gross annual income of Smoky Mountain Stages formerly exceeded $2,000,000, but earlier this year the company sold part of its lines, including those from Charlotte to Augusta and from Charlotte to Greenville and Anderson, S. C., to Queen City Coach, thus reducing income. As a result, this year's gross income is expected to be in excess of $1,250,000. Capital has increased from 1,000 shares of no par value to 5,000 shares. Practically all of the outstanding stock is owned by Mr. Wright and members of his family. Smoky Mountain Stages employs about 135 workers with an annual payroll of about $500,000.

As a result of its membership in the National Trailways Association, Smoky Mountain Stages is enabled to provide through bus service from points on its lines to other points throughout the United States with only an occasional change in busses. This proves a very satisfactory arrangement since it involves maximum service with minimum inconvenience to passengers going to points throughout the nation.

During the past four summer seasons Smoky Mountain Stages has operated special busses on regular schedules to the Cherokee Indian Village for the performance six evenings a week of "Unto These Hills". These special busses originate in Asheville, Waynesville, Knoxville and Gatlinburg, Tenn. Also it has operated special busses from Asheville to a point ten miles away for showing of "Thunderland", another outdoor drama, during the past two summer seasons. These special operations have proved valuable income producers, in addition to providing desirable means of attending these two outdoor dramatic performances.

Present officers and directors of Smoky Mountain Stages are Joel W. Wright, president; Wayne E. Wright, his son, vice-president and general manager, and C. W. Morgan, his son-in-law, secretary-treasurer. Additional key personnel include Joel W. Wright, Jr., superintendent of maintenance; Lewis C. Wright, another son, assistant to the president, and J. R. Lewis, operations manager, who has been with the firm from its beginning.

Joel W. Wright, familiarly known as "Uncle Joe" because of his friendly and folksy disposition, traveled an interesting route to his position as head of Smoky Mountain Stages. Back in 1920 in Gaston County he was looking for a satisfactory school for his young children. He found one in an adjoining district. He persuaded the community to close the local unsatisfactory school and offered to transport his and other children to the better school. He put together a homemade bus containing sufficient room for the community children and hauled them each

day to the better school. This was the first school bus known to operate in Gaston County.

On his trips he noticed the heavy automobile traffic between Cherryville and Gastonia. As a result he began operating a regular passenger bus over this road. His success in less than a year caused him to add a line between Gastonia and Shelby and also one between Gastonia and Lincolnton. Thus Mr. Wright established in 1921 one of the first known public bus systems in the State. By 1923 Mr. Wright had organized as Inter-Carolinas Motor Bus Co. with regular operations, serving Shelby, Charlotte, Cherryville, Gastonia and Rock Hill, York and Fort Mill, S. C. Later he instituted bus service between Spartanburg, Greenville and Atlanta.

With the organization of the Queen City Coach Co. in 1928, Mr. Wright sold part of his lines to this company, continuing his remaining routes until 1932. At that time Queen City Coach leased Mr. Wright's lines and made him general manager of the western part of the system. The next year Old South Lines bought part of Queen City Coach lines and then Mr. Wright bought Queen City Coach's lines west of Asheville and organized Smoky Mountain Stages. From his school bus line Mr. Wright has thus developed a streamlined fleet of cream and crimson busses covering thousands of miles each day in four states, including some of the most picturesque drives in the nation—through the heart of the Great Smoky Mountains National Park.

As a pioneer bus operative, Mr. Wright, in his 32 years, has founded and started more than 4,000 miles of bus line.

SEASHORE TRANSPORTATION CO.

New Bern

Seashore Transportation Co., with its principal offices at New Bern, was organized 28 years ago in Kinston, headed by James M. West, who operated the company as its president and manager. The first line started between Goldsboro and Morehead City in June, 1925, and by its operation from and to the sea was named the Seashore Transportation Co.

About one year later the company purchased the franchise between Washington, N. C., and Wilmington from the Horton brothers, Jack, Vance and Charles. Jack and Vance remained with the company as drivers. Vance retired on the company's pension plan in 1947. Jack Horton is still driving for the company over the original route from Washington to Wilmington and has a perfect safety record; that is, he has not been charged with a single accident since the beginning of the company's operation between Washington and Wilmington in 1927.

The Morehead-Goldsboro route was extended to Rocky Mount and four years later from Morehead to Atlantic. In 1936 the company started operating between Morehead City and Jacksonville. In 1940 the franchise was obtained between Vanceboro and Greenville over Highway 43 and in 1943 this line was extended from Greenville into Norlina. In 1946 Seashore purchased the Washington Oriental Bus Co., which operated between these two towns via Aurora.

Due to its rapid growth the company found an increasing demand for service from the coast to points further inland and in 1947 extended its service from Goldsboro to Raleigh and began operating through "no change" service between Beaufort, on the sea, to Raleigh. The Beaufort-Raleigh route has since been extended to Greensboro, and that same year by lease agreement with the Norfolk Southern Bus Corp., started operating through coaches from Wilmington through Washington to Norfolk, Va.

In August, 1952, through agreement with connecting carriers a through service was inaugurated from Beaufort through New Bern, Greenville and Rocky Mount to New York City and in December, 1953, by a similar arrangement the service from Wilmington to Norfolk was extended into New York City by way of the eastern shore of Virginia and Maryland through Salisbury, Md., and Philadelphia.

Seashore has purchased GMC diesel coaches containing all of the latest improvements for passenger comfort and safety for use in this through service. The company is reported to be one of the largest, if not the largest, closed bus corporation operating in the United States and has also operated longer under original charter than any company in the United States. Two of the largest Marine Corps bases in the world are located along its franchise routes. Cherry Point, Air Base at Havelock, and Camp Lejeune, Marine Base at Jacksonville. During its peak in 1947, the company operated 125 busses and had a payroll that year of $504,400 with 209 employees. With the reduction in forces at the bases the company has been able to reduce the number of busses operated to 65 and is operating with 130 employees with an annual payroll of approximately $313,000. Seashore now operates over 804 franchise miles and drives its busses over a total of 2½ million miles each year serving eastern North Carolina. This does not include the miles accrued on the leased operations into New York City.

James M. West, company president, died in January, 1946, leaving the company in trust, the trustee being named the First Citizens Bank and Trust Co. R. P. Holding, president of the bank, was named president of the Seashore company and C. H. Hall, Jr., who was assistant to Mr. West, was named vice-president and general manager and has served in that capacity ever since.

In the peak of travel during the years of World War II Mr. West was very active in promoting the progress of present day busses. He had an inventive mind and was experimenting with steam operated busses at his death. He was, in fact, driving a steam operated automobile that would perform with automobiles of the time at a great saving in cost of operations.

The company's main garage at New Bern has one of the most complete machine shops in eastern North Carolina and is also operating branch shops at Beaufort and Jacksonville. The main shop in an emergency is capable of building a bus from the ground up, exclusive, of course, of tires, wheels, windows, etc. In addition to regular service the Seashore company offers limited schedules, charter busses for individual groups and excursions whenever necessary.

The Seashore company at present has one of the best safety records of any certificated motor passenger carrier in North Carolina. Over 70% of its drivers have perfect safety records, which means continuous service without a chargeable accident. New drivers are trained by the older more experienced drivers by riding the busses as an observer and

trainee over all of the company's routes before being placed in charge of a passenger carrying bus.

The key personnel in the Seashore Transportation Co. are R. P. Holding, president; C. H. Hall, Jr., vice-president and general manager; Mrs. J. M. West, secretary and treasurer; D. L. Ward, director; R. C. O'Bryan, traffic manager; R. L. Ward, general auditor; H. W. Robinson, superintendent of transportation, and D. P. Dixon, superintendent of maintenance, all located at the general offices at New Bern.

It has been the policy of the company from its beginning to place all of the profits back into the operation, thereby insuring its growth and progress in the years to come.

SOUTHERN COACH CO.
Durham

Southern Coach Co., Durham, was organized in 1942 as the Durham-Dunn Bus Co. by Stacey W. Wade and his son, Louis M. Wade, as partners. In its early days this line operated two 21-passenger busses of the school type between Durham and Dunn, 61 miles.

In 1948 Southern Coach secured a franchise to operate into Raleigh, and the next year, through purchase of the Pullen Bus Line, secured rights to operate into Wilmington and from Wilmington to Burgaw and Jacksonville. The name was then changed and Southern Coach now operates from Durham via Apex, Fuquay-Varina, Angier, Coats, Erwin, Dunn, Clinton and Burgaw to Wilmington. Another line originating in Raleigh goes via Holly Springs and Fuquay and on to Wilmington on the same route. Three trips are made daily over these routes. In addition the company operates charter coach service.

Southern Coach now operates 10 busses, ranging from 25 to 37 passengers, employs 18 people and has an annual payroll of about $45,000. In 1952 the line hauled 238,000 passengers operating over 615,000 miles of routes. General offices and garage are located in Durham. Southern Coach uses Union bus stations as is required by law in North Carolina.

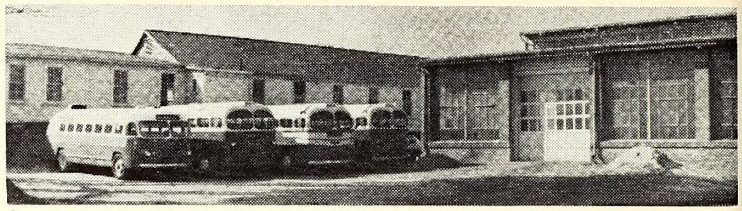
Last year Southern Coach paid $40,000 in taxes, including $11,000 in gasoline tax, $11,000 in license tax, $14,000 in Federal transportation tax and $44,000 in other miscellaneous taxes.

Stacey W. Wade, senior partner, served for several years as North Carolina Insurance Commissioner and as Secretary of State, later serving as representative in North Carolina for the Social Security Board. Louis M. Wade, his son, attended Raleigh schools and spent four years in study at Duke University. For about 10 years he operated motion picture theaters in Fuquay, Varina and Apex, leasing them when he entered the bus transportation business. Both father and son live in Raleigh. Louis M. Wade served as president of the North Carolina Bus Association last year.

SCENIC ALL THE WAY—
SMOKY MOUNTAIN TOURS CO.
Asheville

Smoky Mountain Tours Co., George Vanderbilt Hotel, Asheville, operating seasonally from April through October, was started in 1926 by W. F. Bridgers as individual owner of Red Top Cab Co. In 1935 Mr. Bridgers incorporated under the present name and continued the use of cabs. Now the firm operates between 200,000 and 225,000 miles during the seven months of operation with special and regular sightseeing tours in the mountain sections of North Carolina, Tennessee and Virginia.

Gradually Mr. Bridgers expanded his business first



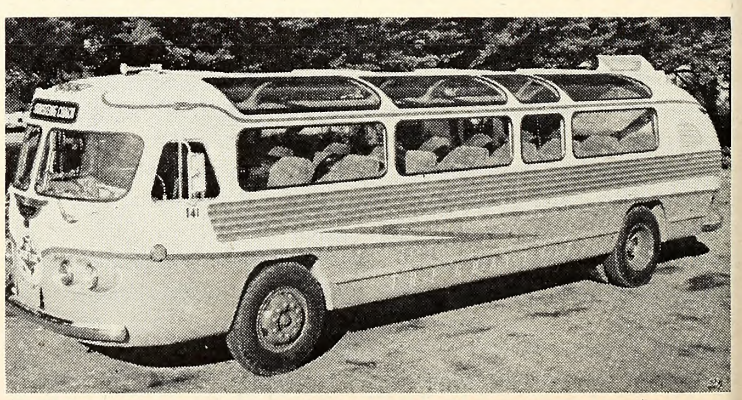
General office and garage building of Southern Coach in Durham

by using open top cabs, then started the limousine type of vehicle and later enlarged to 16 passenger vehicles with an extra axle. In May, 1941, Mr. Bridgers was killed in an automobile accident and his widow and son continued operations for the remainder of the season. J. H. Priedeman, in December, 1941, purchased the Smoky Mountain Tours from Mr. Bridgers' widow and resumed operations in April, 1942. In the summer of that year, early in the World War II period, the tours were classified as non-essential and the business was suspended until September, 1945.

During the past eight years Mr. Priedeman has enlarged operations until he now has 17 roll or glass top sightseeing buses, including eight 10 passenger buses, two 13 passenger buses, two 17 passenger buses of roll tops, two 33 passenger buses, two 37 passenger buses and one 41 passenger bus, all with glass tops. His plan for the next season is to add three 21 passenger glass top buses.

Smoky Mountain tours operate daily locals from Asheville and Knoxville and special all expense, sightseeing tours, lasting from three to six days from Asheville and Knoxville with a seven-day tour from Roanoke. These conducted, all expense tours are routed through the Great Smoky Mountains National Park, and the entire Smoky Mountains and Blue Ridge Parkway regions. Depending on the types of seasons, Smoky Mountain Tours produces gross revenue ranging from $100,000 to $125,000 in the warm half of the year, the peak coming in July and August. During this period Mr. Priedeman employs an average of around 25 workers, most of them experienced drivers and tour conductors.

Among the tours from Asheville of one day or less are visits to Soco Gap, Cherokee Indian Reservation, Clingmans Dome, Gatlinburg; Chimney Rock and Lake Lure; Mount Mitchell, Blue Ridge Parkway and Mountain Handicrafts; Land of Waterfalls, Pisgah and Nantahala, National Forest; Biltmore House and Gardens, Handicrafts Shopping Tour, with three-day tours of Chimney Rock, Lake Lure, Asheville and suburbs; Lake Junaluska, Nantahala Gorge,



Modern glass top, sight-seeing bus operated by Smoky Mountain Tours, Asheville.

Fontana Dam and Lake Deal's Gap, Santeetlah Calderwood Lakes and Knoxville; Little River Gorge, the Smokies, Clingmans Dome, Indian Reservation, Soco Gap; Mount Mitchell, Blue Ridge Parkway, Handicraft Shopping; Mount Pisgah, Pisgah National Forest, Wagon Road Gap, Biltmore House and Gardens; Balsam Gap, Cowee Mountains, Land of Waterfalls; Sapphire Valley, Pisgah Forest; Blue Ridge Parkway to Roanoke, return via Mount Mitchell. These and other tours ranging from three to nine days leave Asheville, Knoxville and Roanoke frequently during the summer months.

Officers of the Smoky Mountain Tours Co. are J. H. Priedeman, president; Wilson E. Dvorak, vice-president, and Mrs. J. H. Priedeman, secretary-treasurer. Mr. Priedeman and one or two assistants handle most of the office work in connection with these tours. He is a native of Minnesota and was with the Greyhound Lines from 1929 until 1941 when he purchased Smoky Mountain Tours.

CITY BUSSES OPERATED IN 37 N. C. COMMUNITIES BY 31 COMPANIES

City busses are operated in 37 North Carolina cities and towns by 31 operating companies. These companies operate about 735 pieces of equipment (busses) and employ approximately 1200 workers in connection with the bus operations. In only two cases do companies operate busses in more than one city or town in the State. These are Duke Power Co., operating in cix cities, and White Transportation Co., operating in two cities. Three companies operate bus suystems in Winston-Salem, three in High Point and two in Durham. In all other cities and towns one bus company handles the business.

A list of the bus companies operating in the State and the cities and towns in which they operate follows:

Asheboro Coach Co., Asheboro; Burke Transit Co., Morganton; Canton City Bus Line, Canton; Catawba Transit Co., Inc., Hickory; Central Bus Co., Lincolnton; Chapel Hill Transit Lines, Inc.. Durham; City Bus Line, Lexington; City Bus Lines, Waynesville; City Transit Co., High Point; City Transit Co., Inc., New Bern; Columbus Transit Co., Inc., Whiteville; Concord Coach Co., Inc., Asheville; Duke Power Co., Charlotte, Winston-Salem, Salisbury, Greensboro, High Point, Durham; Elizabeth City Bus Line, Elizabeth City; Gastonia Transit Co., Gastonia; Goldsboro Transportation Co., Inc., Goldsboro; Intra-City Transit Co., High Point.

Kannapolis Transit Co., Kannapolis; Kinston Transit Co., Kinston; Lumberton Coach Co., Lumberton; M & B Transit Lines, Inc., Burlington; Safe Bus, Inc., Winston-Salem; Safety Transit Co., Rocky Mount; Safeway Suburban Lines, Inc., Sanford; Safeway Transit Co., Wilmington; Shelby Transit Co., Shelby; Statesville Motor Coach Co., Statesville; Taylor Bus Line, Hillsboro; Twin City Lines, Inc., Winston-Salem; White Transportation Co., Asheville, Raleigh; Wilson Transit Co., Wilson.

State Licenses, Regulates 130 Passenger Motor Bus Lines

In North Carolina 130 bus lines operate, hauling passengers, licensed and regulated in types and locations of routes by the N. C. Utilities Commission. These include 85 classed as common carriers, 10 as lessees (operators), and 35 as contract carriers. Under direct supervision of Eugene A. Hunter, Jr., director, Motor Passenger Transportation, a list of these passenger carriers, except those handled elsewhere, follows:

James Whedby Alfred, Alliance; Asheboro Coach Co., Asheboro; Asheville-Elk Mountain Bus Line, Asheville.

B. & M. Bus Lines, Burnsville; Barnardsville Bus line, Barnardsville; Beatty's Ford Bus Line Co., Inc., Davidson; Mrs. Alice C. Blount, Kinston; Brevard Bus Co., Brevard; Willie Bryant, Pollocksville; Jack Bryson, Asheville; Burke Transit Co., Morganton.

Lonnie H. Caldwell and Raymond H. Caldwell, Turkey; Carolina Scenic Stages, Spartanburg, S. C.; Carolina-Tennessee Coach Co., North Wilkesboro; Carolina Transit Lines, Charlotte; Central Bus Co., Inc., Lincolnton; Cherokee Strip Bus Line, Fairmont; City Coach Co., Inc., Gastonia; City Rapid Transit Co., Fayetteville; City Transit Co., High Point; City Transit Co., Elkin; Columbus Transit Co., Inc., Lumberton; Concord Coach Co., Inc., Concord; Conover-Newton Bus Line, Newton; M. L. Cranford, Asheboro; Ralph Taylor Croom, Burgaw.

Geneva Dew, Wilson; John T. Dillahunt, New Bern; Norris Dillahunt, New Bern.

Elizabeth City Bus Lines, Elizabeth City; Emma Bus Line, West Asheville; Engelhard-Washington Bus Company, Engelhard; Ecusta Bus Lines, Rosman.

Robert E. Farr, Granite Falls; Mrs. Essie Mae Fisher, New Bern; Flemming Bus Co., Greenville; Forsyth Transit Lines, Inc., Winston-Salem; Fort Bragg Coach Co., Fayetteville; Eugene Fortner, Chimney Rock.

Gabriel Bus Co., Winston-Salem; Mrs. Salona Garrison, Bayboro; Gastonia Transit Co., Gastonia; Gate City Transit Lines, Inc., Gastonia; Alonza Glasper, New Bern; Goldsboro Transportation Co., Inc., Goldsboro; Government Services, Inc., Fontana Dam.

Hammack Bus Lines, Inc., Gasburg, Va.; Hastings Bus Lines, Inc., Durham; Hatteras-Manteo Bus Line, Hatteras; Henderson Bus Lines, Inc., Henderson; Hendersonville Bus Line, Asheville; Hackney High, Oak City; Floyd Hill, New Bern; Hunt's Bus Line, Lawndale.

John R. Ingram, Wallace; Matthew Eli Ingram, Willard.

Jackson Homes Bus Line, Charlotte; Johnson Bus Line, Kannapolis.

Kannapolis Transit Co., Kannapolis; Kinston Transit Co., Kinston.

Leicester Bus Line, West Asheville; Lenoir Motor Coach Co., Inc., Lenoir; Lewis & Green Bus Service, Comfort; Lincolnton Bus Co., Asheville; Linwood Park Bus Line, Biltmore; Lumberton Coach Co., Lumberton.

James G. McDaniel, Roanoke Rapids; Willie McPhatter, Laurinburg; M. & B. Transit Lines, Inc., Burlington; Marion Transportation Co., Marion; Mars Hill-Weaverville Bus Line, Inc., Weaverville; Mecklenburg Bus Lines, Inc., Charlotte; Mint Hill Bus Line, Charlotte; Montford's Cove Bus Line, Marion; Elva Morton, Sr., Pollocksville; Mount Airy Transportation Co., Inc., Mount Airy; Murphy-Franklin Bus Lines, Hayesville.

Norfolk Southern Bus Corp., Norfolk, Va.

Richard M. Ollison, Mesic; Orchard Gap Transportation Co., Mount Airy; Oteen Bus Co., Asheville.

Person Transit Lines, Roxboro; Piedmont Bus Lincs, Charlotte; Porter Bus Line, Ahoskie; Power City Bus Lines, Inc., Albemarle.

Ricks Tours and/or Ricks Bus Line, Greenville; Rouse Transportation Co., LaGrange; Rockingham Suburban Bus Line, Rockingham; Rutherford County Transit Co., Rutherfordton.

Safeway Suburban Bus Line, Inc., Reidsville; Safeway Suburban Lines of Sanford, Inc., Sanford; Safeway Transit Co., Wilmington; Safety Transit Lines, Danville; Saxapahaw-Burlington Coach Co., Graham; Sharon Coach Co., Inc., Charlotte; Shawtown Bus Lines, Lillington; Shelby Transit Co., Inc., Shelby; Hugh Cofield Simmons, Bayboro; Henry Singleton, New Bern; W. W. Smith, Lenoir; Bill Snow Bus Line, Biltmore; Simon J. Squires, Maribel; Charlie H. Stanley, Kinston; Statesville Motor Coach Co., Statesville; Suburban Bus Line, High Point; Swains Friendly Bus Service, Windsor.

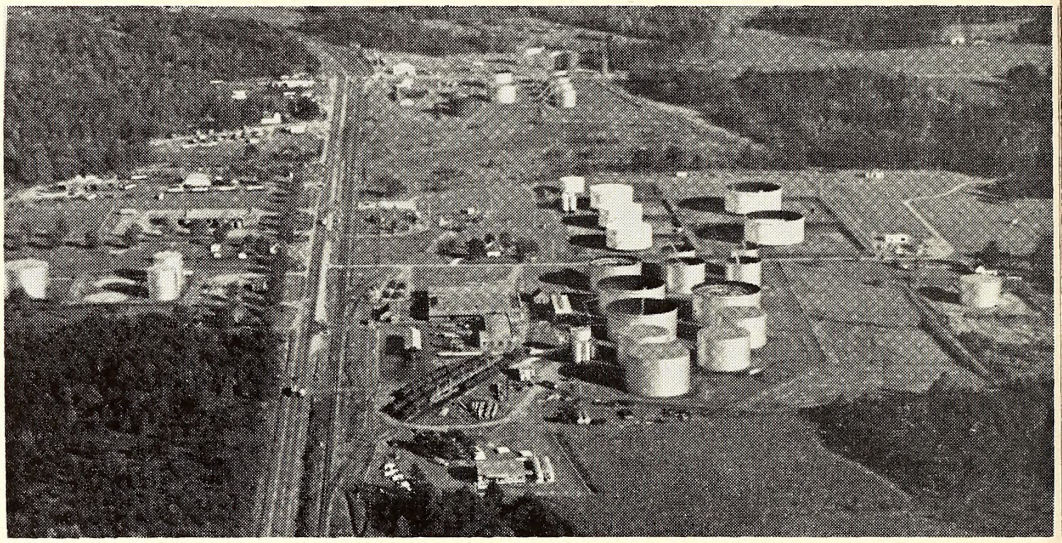
Tri-City Transportation Co., Leaksville; Twin City Lines, Inc., Winston-Salem.

David Vann, Warsaw; Virginia Dare Transportation Co., Inc., Manteo; Virginia Stage Lines, Inc., Charlottesville, Va.

W. B. & S. Bus Lines, Inc., Southport; Watson Bus Lines, Fayetteville; L. H. Wetherington, New Bern; White Transportation Co., Asheville; Wilkes Transportation Co., Inc., North Wilkesboro; J. W. Williams, Chinquapin.

Plantation Pipe Line Brings Petroleum Products to State

Plantation Pipe Line, Inc., with headquarters in Atlanta, Ga., and starting in Baton Rouge, La., delivered more than twelve million barrels, about 523,500,000 gallons of petroleum products to its three terminals at Charlotte, Salisbury and Greensboro in the first six months of 1953. This multi-million dollar corporation, with an investment of $9,000,000 in North Carolina, is sparked by its dynamic president, a North Carolinian, Charles R. Younts, native of rural Pineville near Charlotte.



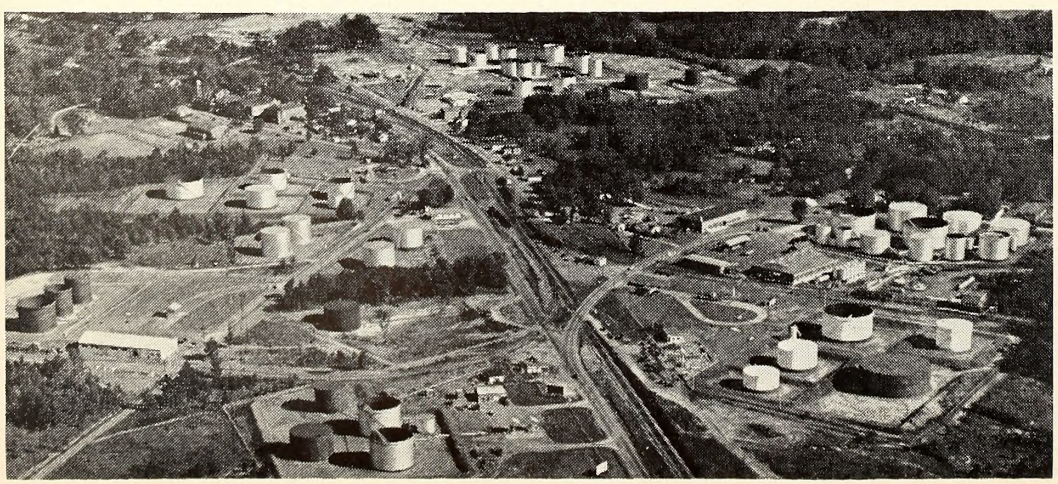
"Gasoline Alley", Plantation Pipe Line terminal between Greensboro and Winston-Salem. Ten oil marketing companies are served by this terminal.

Activities of Plantation Pipe Line Co. began on January 1, 1941, when it secured its first right-of-way for a pipe line. One year later a 12-inch section, 450 miles long, from Baton Rouge to Bremen, Ga., and a 10-inch section, 356 miles long, from Bremen to Greensboro, had been completed—three weeks after Pearl Harbor—1,261 miles of pipe line, including smaller lateral lines to points in Alabama, Georgia and Tennessee. Included along the line were 14 pumping stations which gave a daily capacity of 60,000 barrels of 42 gallons each.

Soon after Pearl Harbor the Federal Government requested Plantation Pipe Line to expand its facilities and by January, 1943, 14 additional pumping stations had been installed which gave a daily capacity of 93,000 barrels at a time when enemy submarines were infesting the waters of the Gulf of Mexico and the Atlantic Seaboard. After the war ended in 1945, the 14 new pumping stations were closed and placed on a standby basis—but not for long. They were reactivated in May, 1947. It was not long before the facilities were not sufficient to meet the demands. In 1950 the company began laying an additional 18-inch parallel line from Baton Rouge to Bremen and an additional 14-inch parallel line from Bremen to Charlotte. This gave an initial capacity of 167,000 barrels a day and a possible capacity of 325,000 barrels a day. For this expansion program $52,000,000 was provided. Ten more 55,000 barrel tanks were erected in the tank farm at Baton Rouge and eight more 55,000 barrel tanks were erected at Bremen.

The historic city of Baton Rouge is the center of three principal petroleum products activities. Crude petroleum is unloaded from tankers at Baton Rouge. There it is converted into refined petroleum products. There, also, it starts on its 1,200 mile journey toward North Carolina. In the tanks along the routes and in the pipe lines Plantation can take care of from $2,500,000 to 3,000,000 barrels of petroleum products, of which 1,500,000 barrels can be contained in the pipe lines. Petroleum products move approximately at the rate of four miles an hour through the pipe line and can be delivered from Baton Rouge to Charlotte in about 9 1/3 days. Different types of petroleum products handled, including premium gasoline, regular fuel oil, for the various oil companies, can be pumped through the lines with no artificial separation, not even water, and with a negligible amount of mixture. Operators know at any given time where any section of product is and each terminal knows just when to prepare for a shipment. The company pays an electric bill of over two million dollars a year to operate its machinery, principally pumping stations.

Paw Creek terminal of Plantation Pipe Lines delivering petroleum products in Charlotte area.



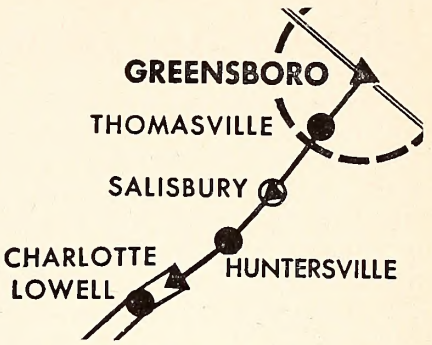
Normally Plantation's lines are 24 inches under the surface and pass under streams, highways, railroads and other surface obstructions in a straight line except to reach terminals. Airplanes patrol the entire line, flying at 250 feet altitude. Chemicals are used to prevent interior corrosion and to remove foreign elements. Scrapers with brushes and blades are pushed along by pressure to remove rust and scale.

Plantation has 18 delivery points in six states touched, three of them in North Carolina.

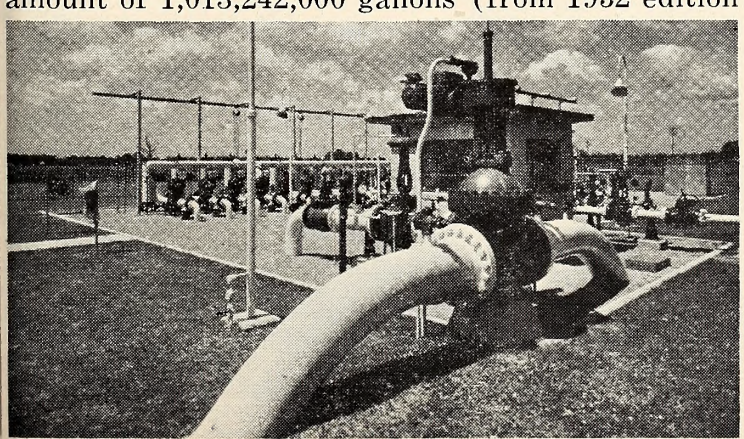
At each of these delivery points the various oil companies have erected tanks that cover several acres for storing their respective petroleum products until transported to other storage places or delivered direct to oil jobbers and filling stations. In North Carolina eleven oil companies ship their petroleum products through the Plantation's system. They are ESSO Standard Oil Co., Shell Oil Co., The American Oil Co., Arkansas Fuel Oil Corp., Sinclair Refining Co., The Atlantic Refining Co., Crown Central Petroleum Corp., Gulf Oil Corp., The Pure Oil Co., The Texas Co. and Kenco Terminals, Inc. Just as in the case of other common carriers Plantation is regulated by the Interstate Commerce Commission with which tariffs and other information are filed for approval.

Plantation is a folksy sort of organization, welcomes the public to its pump stations and terminals, enters into student training programs, trains engineers and other technicians for the U. S., and a dozen other countries, participates in student exchange programs and other activities. More than 500 workers are employed in this system and all follow the "good citizen" policy in their respective communities. In a joint arrangement with its employees it provides annuities, sick and health benefits, group life insurance, savings plan, military leave and other employee benefits. It gives on-the-job training and promotes worthy employees within the ranks. Plantation spends over 50¢ an hour per employee for his health and welfare in excess of regular wages and salaries.

Including laterals and parallel main lines Plantation now has 1,967 miles of pipe. Of this 83 miles of 10-inch pipe run from Charlotte to Greensboro. Under construction and to be completed by the end of the year between these two cities is a parallel 14-inch line. As stated, almost 12,500,000 barrels, or more than 523,500,000 gallons, of petroleum products, including gasolines, kerosenes and fuel were delivered to oil companies' terminals located at Charlotte, Salisbury and Greensboro during the first six months of this year. This is the equivalent of a 100-acre lake, 16 feet deep. Approximately two-thirds of the petroleum products delivered at these three terminals, or more than 8,141,000 barrels (342,000,000 gallons) was gasoline. It is interesting to note the increase in motor fuel consumption in North Carolina during the first nine years of Plantation Pipe Line operation. In 1940 this State consumed 449,409,000 gallons of gasoline. In 1950 the consumption had considerably more than doubled the amount of 1,013,242,000 gallons (from 1952 edition of "Petroleum Facts and Figures", published by the American Petroleum Institute). Also interesting is the fact that in the first six months of this year Plantation delivered approximately three fourths as much gasoline as was consumed in North Carolina during the entire year of 1940.



Plantation Pipe Line supplies petroleum products to North Carolina dealers.



Typical delivery facilities of Plantation Pipe Lines' terminals in six southeastern states.

Plantation has three principal divisions. The Eastern Division headquarters is located in Gastonia and covers part of Georgia and all of South Carolina and North Carolina. At the end of 1952 Plantation's investment in plant and equipment in this State was approximately $4,500,000. By the end of 1953, when the parallel pipe line from Charlotte to Greensboro is completed and other improvements made the investment in North Carolina will be close to $9,000,000. Of the company's almost 600 employees, 85 are located at the three terminals and along the pipe line in North Carolina and the annual payroll for these workers is approximately $425,000.

Principal Division headquarters supervisory personnel at Gastonia, North Carolina, includes E. A. Birge, division superintendent; R. N. Goethe, division engineer; L. J. Bernard, line foreman; J. A. Norris, electrical foreman, and J. A. Winkler, mechanical foreman. Four other supervisors in charge are C. E. Cheatham, Lowell Pump Station, Gastonia; L. C. Bassett, Charlotte Terminal, Paw Creek; F. B. Edwards, Salisbury Pump Station, and J. C. Shirley, Greensboro Terminal.

Officers of the company, located in the principal office in Atlanta, are Charles R. Younts, president; M. E. Grant, executive vice-president; W. G. Horstman, vice-president—operations, and S. V. Kane, secretary-treasurer.

Charles R. Younts, native of Pineville, near Charlotte, attended the Charlotte schools, Bethany (S. C.) Preparatory School and Baird's University School, Charlotte. He moved up from Private to First Sergeant in the Artillery Corps, 30th Division, during World War I. Starting his business career as office boy at age of 17 in the Standard Oil Co. office in Charlotte, he continued with this company except for a year with Aluminum Co. of America at Badin and moved up through numbers of positions in various divisions until he became assistant division manager of the New Jersey Division at Newark. In 1941 he became president of Plantation Pipe Line Co., of which Standard Oil Co. was one of the principal owners. At that time he moved to Atlanta and has been an important figure in church, fraternity, club and other organizational activities. He is a Mason, a Shriner, a member of Sons of the American Revolution, president of Atlanta Churches' Home for Girls, past president of Atlanta YMCA, member of the Advisory Committee of Georgia Tech. Research Institute, vice-president of Blue Ridge (N. C.) Assembly, director of Southern Industrial Relations Conference and active in numbers of other such organizations.

Transcontinental Pipes Natural Gas Distributed in State

Transcontinental Gas Pipe Line Corp., Houston, Texas, which has a natural gas pipe line from the Rio Grande River to New York City, a main-line distance of 1,832 miles, operates 140 miles of this line through the industrial Piedmont Area of the State of North Carolina. The 30-inch steel line enters the State about 10 miles southeast of Shelby and crosses the border into Virginia about 13 miles north of Reidsville.

Connected with this 140-mile Transcontinental line are three customer companies which distribute natural gas into the homes and factories in 14 Piedmont cities and towns. North Carolina Gas Corp. serves Reidsville; Public Service of N. C. serves Gastonia, Mooresville, Davidson, Glen Haven, Statesville, Kannapolis, Durham, Chapel Hill, and Raleigh; Piedmont Natural Gas Corp., Inc., serves Charlotte, Salisbury, Winston-Salem and Greensboro. Two of these, Public Service and Piedmont Natural Gas, have plans for extending their operations to bring natural gas to several other North Carolina cities and towns.

Transcontinental has invested more than $18,000,000 in construction of pipe lines and compressor stations in North Carolina, in which are located two of these stations. Both are model modern installations with company villages adjoining. In the Davidson-Mooresville section is Transcontinental Station No. 15 under the direction of Superintendent W. L. Aycock, a Davidson College alumnus. Assisting him are 26 engineers. Transcontinental's practice in its compressor stations is to provide furnished homes for its top engineers on a site adjoining the stations.

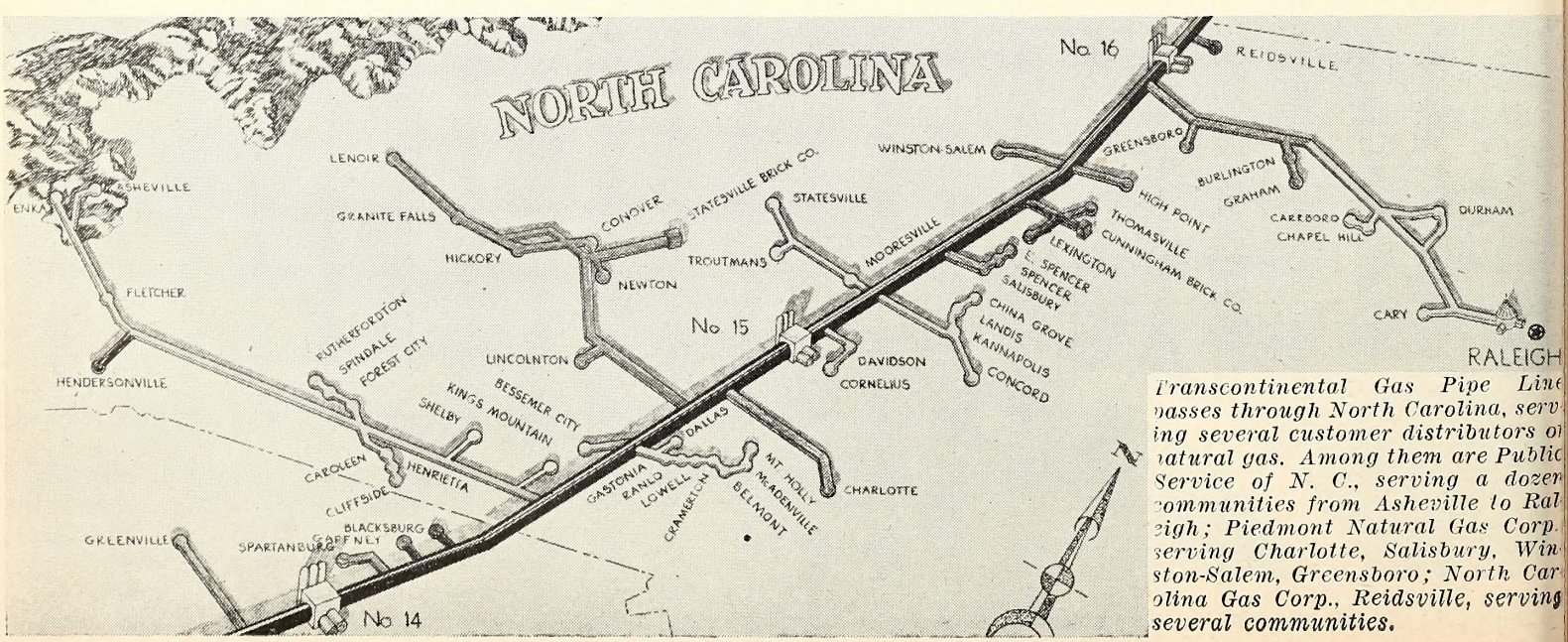
Transcontinental Station No. 16 is located near Reidsville with F. M. Wright as superintendent. His station carries the normal component of 27 engineers. In addition, Reidsville is the headquarters for Transcontinental Pipe Line District 7. Superintendent A. L. Barnett is in charge of the maintenance of the Transcontinental line through North Carolina and has 24 pipe liners working under his supervision. Transcontinental, for maintenance and emergency use, maintains heavy pipe lining equipment such as side-boom tractors, drag lines, bulldozers, mounted welding machines and other required equipment in North Carolina. Seventy-seven people are employed in this State, receiving around $300,000 annually.

Transcontinental's line was built to transport Gulf Coast natural gas to the Eastern Seaboard. The main line, 1,832 miles in length, originates near Mercedes by the Rio Grande River in Texas. Natural gas is purchased from 150 oil and gas producers in more than 60 fields in the Texas-Louisiana Gulf Coast area. Under high pressure Transcontinental moves more than one-half billion cubic feet of natural gas every 24 hours. Most of this goes to New York City, Philadelphia and northern New Jersey.

The line crosses the Mississippi River near Baton Rouge, La., goes through the lower part of the State of Mississippi, crosses Alabama, through Georgia near Atlanta and Athens, then through South Carolina, North Carolina and Virginia Piedmont through Maryland near Baltimore, through Pennsylvania near Philadelphia, and on into New Jersey. The main line goes under the Hudson River and terminates at a measurement station at 134th Street on Manhattan Island. A "Y" crosses Staten Island and passes under the Narrows to Brooklyn. Transcontinental's 19 compressor stations, about 80 miles apart, move the natural gas from Texas to New York in about six days.

Construction of this system began May 23, 1949, when ground was broken near Laurel, Miss. The first delivery of natural gas through the line was made to Danville, Va., December 5, 1950, and Reidsville was not far behind. The Transcontinental line went into partial operation with the formal turning-on ceremony in New York City January 16, 1951.

Transcontinental has established a splendid safety record since it began operation, having caused no damage to public property or to individuals. Much of this record is due to use of a new type of high tensile strength steel pipe developed since the war. Also, Transcontinental has pioneered in the use of safety devices for shutting down the line in case of



Transcontinental Gas Pipe Line passes through North Carolina, serving several customer distributors of natural gas. Among them are Public Service of N. C., serving a dozen communities from Asheville to Raleigh; Piedmont Natural Gas Corp. serving Charlotte, Salisbury, Winston-Salem, Greensboro; North Carolina Gas Corp., Reidsville, serving several communities.

a leak, corrosion control and the like. The company has been awarded many state and national awards for its safety record.

Officers of Transcontinental are Tom P. Walker, president and member of the Board of Directors; John F. Burton, vice-president and treasurer; E. Clyde McGraw, vice-president in charge of operations; James B. Henderson, vice-president and general counsel; R. Stewart Bruns, vice-president in charge of the Eastern Division; Luke V. Patrick, controller, and Tom Wheat, corporate secretary. Walter H. Davidson is general superintendent. Headquarters are at the Transcontinental Building in Houston. Major Division offices are located in Corpus Christi, Texas; Baton Rouge, La.; Decatur, Ga.; Culpeper, Va., and Newark, N. J.

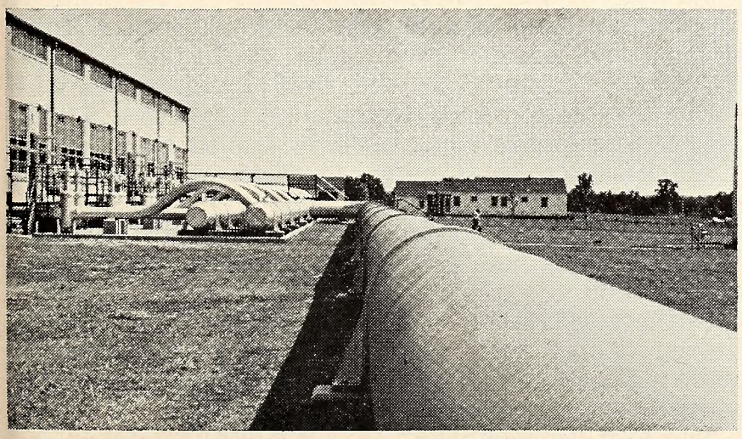
Transcontinental has the longest privately owned micro-wave communication system in the country. There are 58 radio towers within sight of each other and the system is capable of handling 12 separate channels.—Data supplied by Ken B. Harper, director of publications, Transcontinental Gas Pipe Line Corp., Houston, Texas.

PUBLIC SERVICE CO. OF N. C., INC.
Gastonia

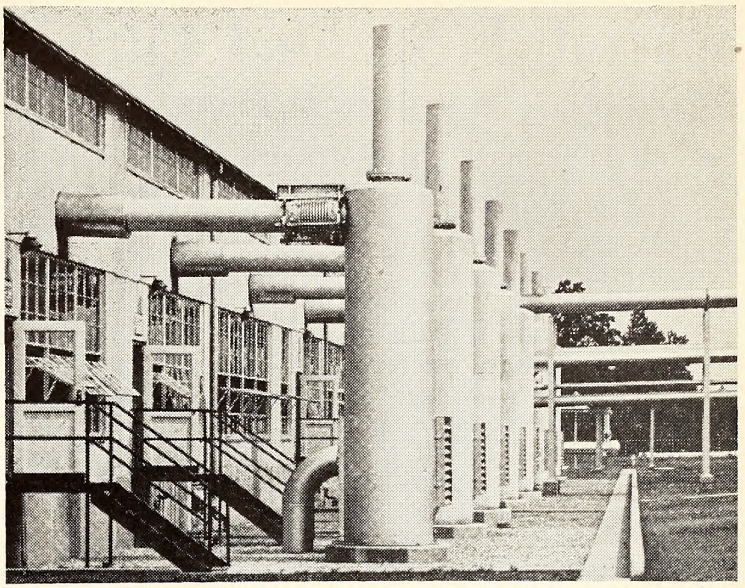
Public Service Co. of N. C., Inc., Gastonia, one of the three major customers of Transcontinental Pipe Line Co., starting in 1936 as an artificial gas distributing organization, has expanded and extended operations until it now supplies natural gas over sections of the State which extend from Raleigh to Asheville.

This natural gas distribution system actually had its beginning in 1917 as the Gastonia and Suburban Gas Co., changed to the present name in 1938. Until September 30, 1951, this company manufactured and distributed artificial gas in Gastonia and other communities which had been added through the years.

Charles Branson Zeigler, a native of Chillicothe and a public service man in Dayton, Ohio, and New York City for several years, moved to Gastonia in 1935, bought the local gas company and began purchasing other local gas distributing agencies in that section of the State. About two years ago Mr. Zeigler began connecting his distributing systems with the Transcontinental line which was under construction northeastwardly across the State. At first the connection supplied Gastonia, Statesville and Kannapolis. Lines were extended to Concord and Dallas. Last July pipe lines were completed to Durham, Chapel Hill and Raleigh and in August the company began laying lines westward from the vicinity of Kings Mountain toward Asheville. This line has been completed to the Forest City area and is expected to reach Asheville by early spring. When completed, the lines will distribute natural gas to 34 North Carolina communities, supplying about 50,000 residential, commercial and industrial users.



"Big inch" natural gas pipe line enters Station 15 near Davidson. Transcontinental lines pass through Piedmont North Carolina.



Compressor exhaust stacks of Transcontinental Gas Pipe Line.

Public Service Co. will then have six lateral pipe lines, covering 167 map miles and about 184 actual miles of pipe lines, ranging in size from 3½ to 10½ inches. Including right-of-way, construction of lines, office buildings, storage tanks and other facilities, the entire program, including distributive systems, is expected to cost approximately $12,000,000, all of which is due to be completed within the next three years.

In its local distribution systems Public Service Co. has about 76 miles of gas lines in the Asheville area, 44 miles in the Gastonia-Dallas section, 36 miles in Concord and Kannapolis, 119 miles in the Durham-Chapel Hill area and 89 miles in Raleigh. Its franchises generally extend for a period of fifty years and in most of the places the franchises call for service until the year 2001. In addition to a recent completed general office building, the firm has an operations and engineering office and warehouse in Gastonia and office buildings in Concord, Mooresville, Chapel Hill and Durham.

Public Service Co. has authorized capital stock of 200,000 shares of preferred stock, par value $25 per share; 96,000 shares of 5.6 percent preferred stock, none of which had been issued at the end of 1952 and 1,000,000 shares of common stock, par value $5, of which 358,392, valued at $1,791,000, had been issued at the end of 1952. Slightly over half of this stock is owned by members of the Zeigler family and Jefferson Standard Life Insurance Co. owns about 28%.

Officers of Public Service Co. are C. B. Zeigler, president; B. E. Zeigler, executive vice-president; A. T. Carper, vice-president, in charge of engineering and construction; H. G. Richmond, Durham, vice-president of operations, Eastern Division; C. E. Zeigler, vice-president; William C. Rogers, secretary and treasurer; K. R. Hoffman, assistant secretary and assistant treasurer, and R. Gregg Cherry, general counsel. The Board of Directors is composed of these officers and William L. Canady, New York City, and James T. Comer and S. M. Stewart, Gastonia.

Mr. Zeigler, a live wire operator, is accused of being the man who put "gas in Gastonia" and bought up numbers of local gas distribution systems in anticipation of the arrival of natural gas in this State. He was one of the developers and president of the Gastonia Industrial Realty Corp., is a past president of both the Gastonia Chamber of Commerce and the Gastonia Merchants' Association, and is immediate past president of the Gastonia Executives' Club and the Gastonia Rotary Club. He is also a director of the North Carolina Merchants' Association and is active in numbers of other civic, business and church organizations.

NOTE—Letters were sent to other natural gas firms asking for information on their operations. The others did not respond. However, Piedmont Natural Gas Co., of Charlotte, connects with Transcontinental's line at several places, serving Greensboro, Burlington and Graham, Winston-Salem and High Point, Salisbury, Spencer and East Spencer, Charlotte and Spartanburg, Greenville and Anderson, S. C.; N. C. Gas Corp. serves Reidsville, Leaksville, Spray and Draper and Thomasville and Lexington; Piedmont Gas Co. serves Lincolnton, Newton, Conover, Hickory, Granite Falls and Lenoir; Carolina Central Gas Co. serves Hendersonville.

Several 'Firsts' and Little Known Facts About Railroads

By JAMES M. WHITE, *Executive Secretary, N. C. Railroad Association*

Of all the forms of transportation which have been developed during man's onward march, the one which has contributed most to the spread of civilization, the creation and diffusion of wealth, the expansion of industries, and improvements in the standard of living, is the railroad.

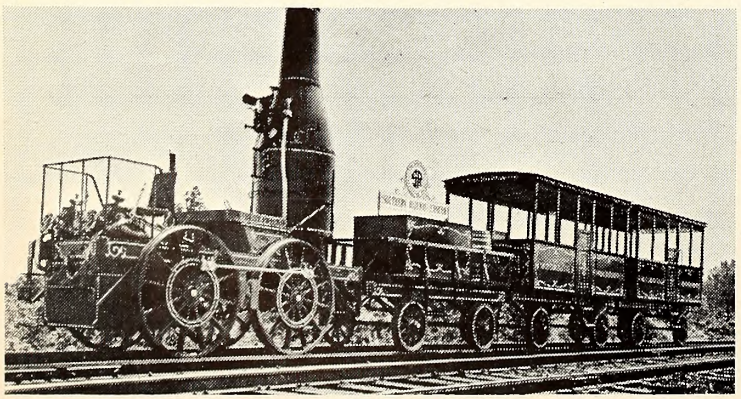
As railroads were built they spread across the nation. Vast changes occurred. In many parts of the country railroads were the pioneers, opening immense regions to farming, mining, lumbering and manufacturing. In older parts of the country communities took on new life and a new outlook with the coming of the railroads.

From the time when the first common carrier railroads were opened in 1830 until the present time, there have been many "firsts" and "little known facts" in the growth and history of the railroads in the one hundred and twenty odd year period.

The first locomotive to run on a standard railroad in the United States was the British built "Stourbridge Lion." On August 8, 1829, the "Lion", operated by Horatio Allen, a young civil engineer, was tried out on the tracks of the Delaware & Hudson Canal Company. In September of that year, the "Tom Thumb", an experimental locomotive built by Peter Cooper of New York, was given a trial run on the Baltimore & Ohio Railroad. This little engine, weighing about one ton, was the first American-built locomotive to run on a common carrier railroad in this country. During one of its trial runs it was matched with a horse for speed. The horse won.

Meanwhile, the pioneer railroad of the South—the South Carolina Railroad—was getting underway at Charleston. On Christmas Day of 1830, the first scheduled steam railroad passenger service in America was started on this railroad. This first train was pulled by the three and one-half ton locomotive "Best Friend of Charleston". It was built by the West Point Foundry in New York City and shipped to Charleston by sailing vessel. This first locomotive was the first to pull a train of cars on an American Railroad.

This pioneer railroad in the South has several other "firsts" to its credit. It was the first railroad to transport the United States Mail. The exact date is in doubt but it did occur in November 1831. The same Horatio Allen who operated the "Stourbridge Lion" became Chief Engineer of the South Carolina Railroad and, in such capacity, was the first man to place a headlight on the front end of a locomotive. The first headlights were oversize candles, housed in a glass house with a reflector back of the candle flame.



"Best Friend" of Charleston, S. C., first locomotive built in America for railroad service. This wood-burner made its first run December 25, 1830, over line now part of Southern Railway.

The first common carrier railroad in North Carolina started operation in 1833. The railroad was started at Petersburg, Virginia, in 1832, and was completed in 1833 to a point on the Roanoke River near what is now Weldon.

Some of the railroad "firsts" among the Presidents of the United States are interesting:

Andrew Jackson was the first President of the United States to mention railroads in a message to the Congress. He was also the first President to ride on a railroad train. This event took place on June 6, 1833, on the Baltimore & Ohio Railroad between Ellicott's Mill and Baltimore, a distance of 13 miles.

William Henry Harrison was the first President for whom a funeral train was used. It was in April 1841.

Zachary Taylor was the first President of the United States to advocate the construction of a railroad to the Pacific Ocean. This was in his first annual message to the Congress in December 1849.

Andrew Johnson was the first President of the United States to make a tour of the States by railroad—the original "Swing Around the Circle". It was in 1866.

Rutherford B. Hayes was the only President of the United States who received news of his election while riding on a train. This occurred March 2, 1877, while he was en route to Washington, D. C.

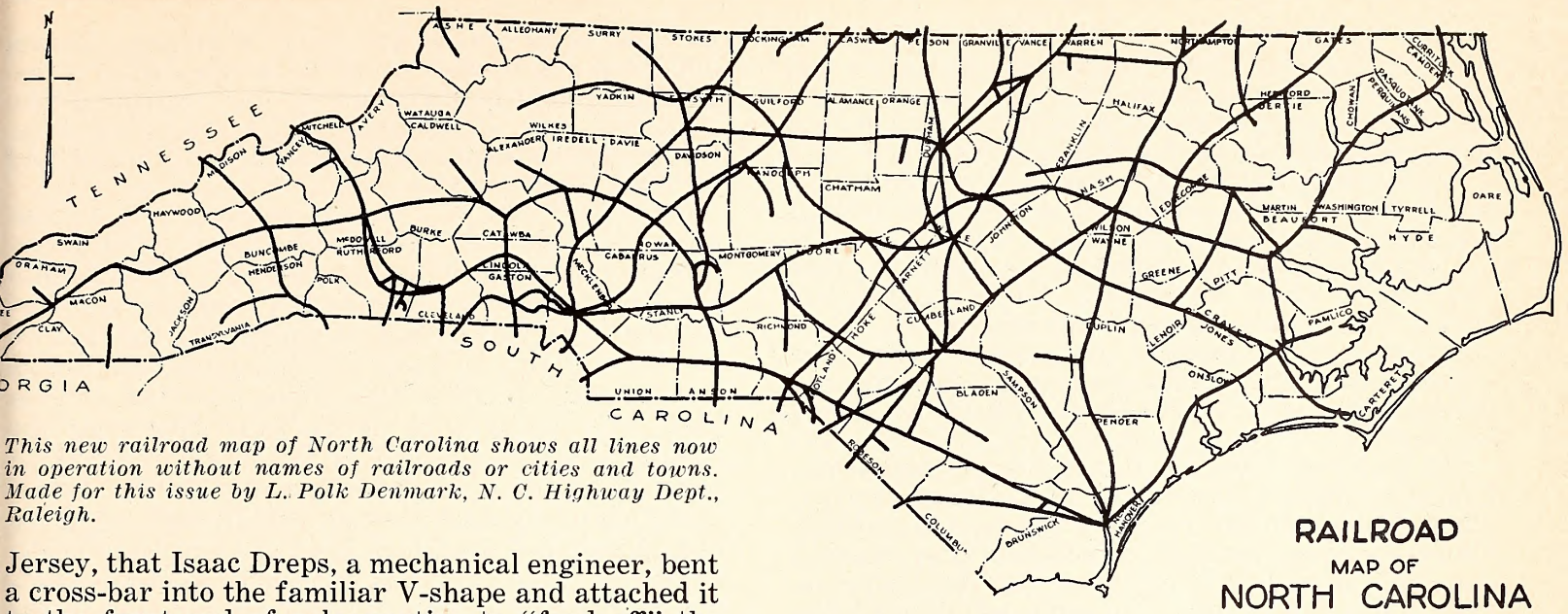
The first "cowcatcher" on a locomotive was an invention by necessity. So many cows trespassed upon the tracks of the Camden & Amboy Railroad, in New

NORTH CAROLINA RAILROAD ASSOCIATION

The North Carolina Railroad Association, organized January 1, 1952, has a membership of 25 railroads operating in North Carolina. This organization succeeded the Short Line Railroad Association which was started in October, 1949, after about two years of operation. As such the group decided to expand its membership to include the larger railroads as well as the short line railroads in the State.

The North Carolina Railroad Association has two committees, one an Executive Committee of seven members, and the other a General Committee with a larger representation. Members of the Executive Committee are A. L. Faulconer, Greensboro, chairman, assistant to the vice-president, Southern Railway; O. Arthur Kirkman, High Point, vice-chairman, executive vice-president, secretary and treasurer and general manager of the High Point, Thomasville and Denton Railroad Co.; O. L. Henry, Lumberton, Seaboard (Virginia and Carolina Southern); Sidney F. Small, vice-president, Norfolk and Western, Roanoke, Va.; R. N. Simms, Jr., Raleigh, general counsel, Norfolk Southern; Charles Cook Howell, Wilmington, vice-president and general counsel, Atlantic Coast Line; W. R. Strickland, Warrenton, president, Warrenton Railroad Co.

The General Committee is headed by Charles Cook Howell with James M. White as executive secretary. Mr. White, who was also executive secretary while the organization went by the name of the Short Line Railroad Association, maintains a full time office at 214 Security Bank Building, Raleigh. Mr. White was with the Norfolk Southern Railway Co. for 33 years, the last decade of which was devoted primarily to public relations. His work in that capacity served as a training course for the position he now holds.



This new railroad map of North Carolina shows all lines now in operation without names of railroads or cities and towns. Made for this issue by L. Polk Denmark, N. C. Highway Dept., Raleigh.

Jersey, that Isaac Dreps, a mechanical engineer, bent a cross-bar into the familiar V-shape and attached it to the front end of a locomotive to "fend off" the cows.

The first locomotive to be equipped with a "cab" to house the engineer appeared in 1836. It was built onto the locomotive "Samuel D. Ingham" on the Beaver Meadow Railroad in Pennsylvania.

The first locomotive to be equipped with a whistle had the name of "Sandusky". This was in 1836 on a railroad between Paterson and New Brunswick, New Jersey. The record reads "a steam whistle, to give notice of its approach to any point." This same locomotive has another "first" to its credit. It was the first locomotive to maintain a speed of more than 30 miles per hour.

The early railroads invented the familiar expression "C. O. D." In 1841 a shipper requested a railroad to collect payment for the goods from the consignee at the time of delivery. The railroad agent forwarding the shipment used the initials "C. O. D.", meaning "collect on delivery".

The current extensive use of the telegraph, telephone, radio, as communications by the railroads is well known. Very few probably know of the first use of the telegraph by the railroads. It was in 1851. a train on the New York & Erie Railroad arrived at Hammond, New York, where it was to meet a train from the opposite direction. After a reasonable time the opposing train had not arrived. A commercial telegraph line was in operation between Hammond and Goshen, 13 miles distant. A telegram was sent to Goshen asking about the opposing train. The answer came back the train had not arrived at Goshen. The train crew at Hammond then sent a telegram addressed to the other train at Goshen instructing it to remain at Goshen until the train from Hammond had arrived. Thus was born "train dispatching" by telegraph.

The first locomotives used wood as a fuel. It was not until 1854 that a locomotive was built that successfully used coal exclusively as its fuel.

Between 1837 and 1859, some eight or ten experimental sleeping cars were adapted to use by passengers. It was not until 1859, however, when George M. Pullman converted two coaches to sleeping cars for use on the Chicago & Alton Railroad, that practical sleeping cars were in actual use. In 1864, Mr. Pullman started to build the first Pullman Sleeping Car from the ground up. It was completed in 1865, named the "Pioneer" and placed in operation.

The first railway dining car for the use of pas-

FOUR N. C. COUNTIES NEVER HAD RAIL LINES; EIGHT WITHOUT LINES NOW

Two North Carolina counties, Alleghany and Yadkin, have never had even one mile of railroads within their borders, and two others, Dare and Hyde, have never had anything more than short lumber or farm railroads. Eight counties in the State do not now have railroads of any kind, due to abandonment of railroad lines within their borders. They are Alleghany, Avery, Clay and Watauga in the mountains, Yadkin in the Piedmont, and Dare, Hyde and Tyrrell in the east.

At present 27 county seats do not have railroad connections. They are Bakersville, Boone, Carthage, Columbia, Columbus, Currituck, Danbury, Dobson, Gatesville, Graham, Hayesville, Jackson, Jefferson, Kenansville, Manteo, Murfreesboro, Newland, Snow Hill, Southport, Sparta, Swan Quarter, Trenton, Wentworth, Wilkesboro, Winton, Yadkinville and Yanceyville.

However, even with these towns without railroad facilities, just two of them, Murfreesboro and Boone, are the only towns with a population of 2,000 or more, U. S. Census, 1950, that are not approached by a railroad. That means that 130 North Carolina communities with 2,000 or more population have railroad connections, in addition to hundreds of smaller communities.

Of the eight counties without railroad service, the three in the east, Dare, Hyde and Tyrrell, all have always had access to water transportation. Tyrrell had a railroad from Mackeys, now abandoned. Dare once had a mile or two of road in the East Lake area, a logging line operated by Dare Lumber Co., operations in which Duval Bros. was interested, then and later. Hyde County had a few miles of railroad operated in connection with the New Holland development of the Lake Mattamuskeet area.

Clay County formerly contained a line operated from Andrews to Hayesville, abandoned in 1951. Avery and Watauga formerly contained parts of the Eastern Tennessee and Western North Carolina railroad operating from Johnson City, Tenn. —the line of "Tweetsie" fame, abandoned from Cranberry to Boone several years ago, and the two or three miles in North Carolina to Cranberry were abandoned a few years ago.

Alleghany County had hopes for a railroad when the Elkin & Alleghany started in Elkin in 1911 and reached a few miles up the mountainside beyond Doughton. It was due to go to Sparta and on westward, but crossing the mountain was not feasible and the entire 16-mile line was abandoned around 1927. Plans for the Northwestern North Carolina Railroad were to go from Winston-Salem, via Yadkinville to Wilkesboro, but Yadkin County commissioners objected—scare horses and cattle and bring hoboes and bums—so the line went north of the Yadkin River, thus developing two new towns, North Wilkesboro and Elkin, and others.—Data largely from L. Polk Denmark, N. C. Highway Dept., and Parks Low, N. C. Utilities Commission.

sengers was operated on the Philadelphia, Baltimore and Washington Railway, between Philadelphia and Baltimore in 1864. They were converted coaches, 50 feet in length, each fitted with "an eating bar, steam box, and other fixtures usually found in a first-class restaurant". The food, however, was prepared at the terminals, placed in the "steam box" and served therefrom during the journey.

The growth and expansion of the railroads continued with other interesting "firsts" and "little known facts" until every State and nearly every county and every important city in the United States was served by one or more railroads. No other industry so fully enters the every day life of the American people.

The railroads have been tremendously important from the broader standpoint of national development. Until the advent of railroads, the nation's inland commerce moved principally upon canals, lakes and navigable rivers when ice, low water or floods did not interfere. On land, people were dependent upon the stagecoach for long journeys and the Conestoga wagon for freight haulage. Travel and communications were slow, and the cost of transporting freight long distance by land was often prohibitive. Lack of efficient land transportation retarded agricultural and industrial development and confined trade to small areas.

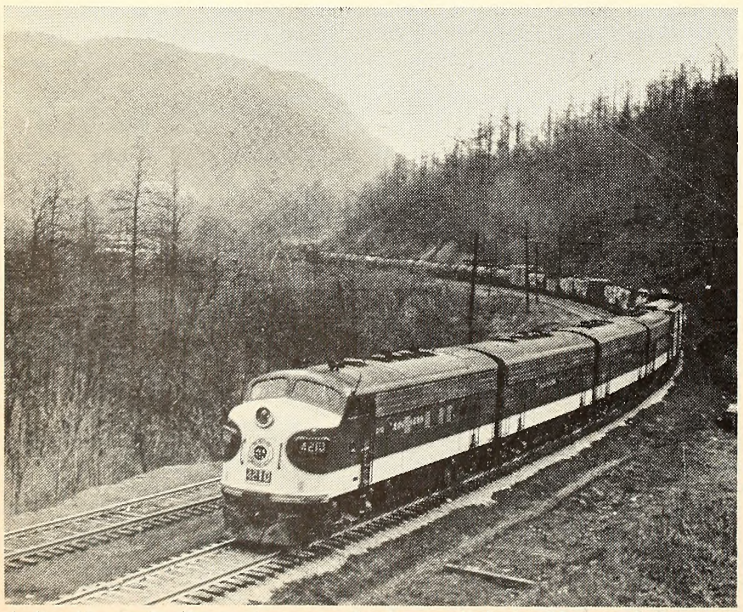
To realize how true this is we have only to consider the important part which railway transportation plays in assembling the materials which go into the production of our homes, the furniture and furnishings with which our homes are fitted, the food we eat, the clothing we wear, and the many other things we use and see about us. Many of these articles have been brought to us by rail—sometimes for thousands of miles—and if we should trace them back still farther, we could find that railway transportation played an important part in assembling the raw materials from which most of them were made. So we see there is a close relationship between railway transportation and the comforts and advantages which we enjoy every day and every hour of the day.

Southern Largest Railroad Operating in North Carolina

The Southern Railway System serves that part of the United States which is known historically as the Old South and in more modern terminology as the Southeast. It operates a network of lines, extending from the Potomac and Ohio rivers on the north to the Gulf of Mexico on the South, and from the Atlantic Ocean on the East to the Mississippi River on the West.

The road mileage of the Southern Railway System totals approximately 8,000 miles, including Southern Railway Co. 6,410 miles; The Cincinnati, New Orleans and Texas Pacific Railway Co., 337; The Alabama, Great Southern Railroad Co., 316; New Orleans and Northeastern Railroad Co., 204; Georgia Southern and Florida Railway Co., 397; and several short lines running to more than 300 miles of line.

Southern Railway Co. was chartered in 1894 to acquire the properties of the Richmond and Danville and the East Tennessee, Virginia and Georgia Systems. The R&D and ETV&G Systems, at that time, included a total of 105 separate railroads spreading web-like over a 13-state territory. The state having the greatest miles of road then, as now, is North Carolina which noses out Alabama for this honor by some 40-odd miles.



A Southern Railway tonnage train on Saluda Mountain rounding a curve on the grade leading to Melrose.

North Carolina's 1,287 miles of road and 2,090 miles of all track was originally divided among the properties of 18 individual lines. As operated today 709 miles are owned by the Southern, 456 miles leased and 122 miles operated under trackage rights. In addition the railway operates 235 miles of second and other main track and 568 miles of industrial, yard and side-tracks.

Principal Southern Railway lines in North Carolina include: the double track line extending from just south of Danville, Va., to Grover, just south of Kings Mountain; the line from Salisbury through Asheville to the Tennessee State Line; the line from Asheville to Murphy; the line from Asheville to the South Carolina State Line in the direction of Spartanburg; the line from Goldsboro to Greensboro, from Greensboro to North Wilkesboro via Winston-Salem; and from Winston-Salem to Charlotte.

The Goldsboro-Greensboro-Charlotte line was completed by the North Carolina Railroad Co. (largely controlled by the State of North Carolina) in January, 1856. Almost wrecked during the War Between the States, the line was rebuilt, and leased to the Richmond & Danville Railroad Co. (a Southern predecessor) in 1871 for a period of 30 years. In 1895, the newly organized Southern Railway Co. obtained a 99-year lease.

A stirring political sidelight on the chartering of the North Carolina Railroad is told in a recent article by Christopher Crittenden, director of the North Carolina Department of Archives and History. Dr. Crittenden wrote:

> "Matters reached a climax with the session of the General Assembly in 1848-49. In that body the Whigs, who favored the construction of railroads with State aid, and the Democrats, who opposed such action, were almost

evenly divided. In the House there were 60 Whigs and 59 Democrats, and in the Senate 25 Whigs and 25 Democrats. Any effort to charter a new railroad, to be built in part with State funds, was bound to be hotly contested.

"After a great deal of political maneuvering, a bill was introduced to charter the North Carolina Railroad Company with a capital stock of $3,000,000, of which the State was to subscribe two-thirds. The bill passed the House by a vote of 60 to 52, but everyone knew that the contest in the Senate would be very close. As the showdown approached, it became evident that Speaker Calvin Graves of Caswell County, a Democrat, was the key man. Though his party as a group opposed the charter, Graves had given no indication how he would vote. The entire State awaited the outcome with interest at a high pitch.

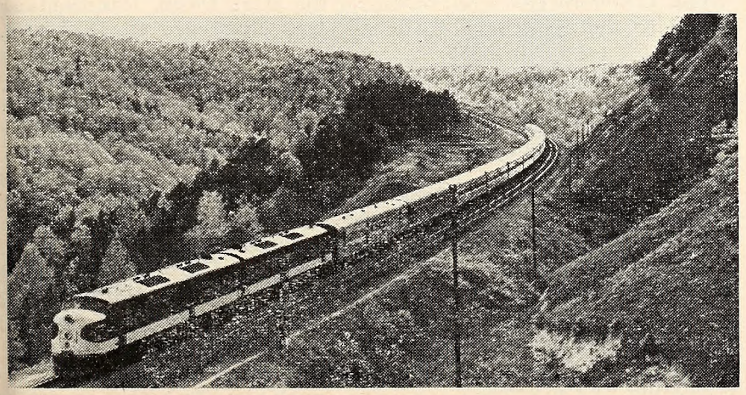
"The bill passed two readings in the Senate, and when the time came for the critical third and final reading, the galleries and lobbies were crowded with excited spectators. The roll was called, with one Senator after another voting for or against the bill, and the result was a tie vote. That left it up to the Speaker to cast the deciding ballot. Thereupon Graves, leaning slightly forward, gavel in hand, spoke. 'The vote on the Bill being equal,' he said, 'twenty-two ayes and twenty-two nays, the Chair votes Yea. The Bill has passed its third and last reading.'

" 'I have seen and read of many memorable and famous contests, and have witnessed many outbreaks of popular applause,' later wrote Rufus Barringer of Charlotte, an eye-witness to the scene, 'but never anything like that then following. Even the granite Capitol seemed to shake for joy. But this was not all. There was then no electric telegraph in North Carolina; no express lines; no mail delivery; but immediately, every man and woman, every boy, girl, became a sort of message bearer. News was hastened in every possible way to every nook and corner of the Old Commonwealth, and the one phrase was 'Speaker Graves has saved the State—the Railroad bill has passed.' "

"Graves' action, taken contrary to the stated position of his party, was indeed courageous for it cost him his political career. The Democrats never forgave him and he was never again elected to public office. In memory of this public-spirited citizen, on April 15, 1950, a bronze tablet was unveiled at the new Southern Railway station in Raleigh with Governor W. Kerr Scott, prominent officials of the Southern, and members of the Graves family participating."

Born of military necessity, the line from Danville to Greensboro was built by the Confederate States as the Piedmont Railroad and completed in 1864. It became a part of the Richmond and Danville System in 1866 and with the company's properties passed to the Southern Railway Co. in 1894.

Both the line that extends from Salisbury through Asheville to the Tennessee State Line (opened 1882) and the Murphy Branch (opened 1890) were constructed by the Western North Carolina Railroad against almost impossible odds of rugged terrain and crude equipment. Both became part of the Richmond and Danville system and later part of the Southern.



"The Crescent", streamlined deluxe, all-room train of Southern Railway from New York to New Orleans, passes through Greensboro and Charlotte daily.

Another pick-and-shovel saga of mountain railroad-building may be found in the story of the line from the South Carolina State Line to Asheville. That line still contains, between Melrose and Saluda, the steepest main line grade of any railroad in the country. Built by the Asheville and Spartanburg Railroad Co. and opened in 1886, the line became part of the Richmond & Danville system, later part of the Southern.

The present line from Greensboro to North Wilkesboro via Winston-Salem was built by the Northwestern Railroad Co., opened to Salem in 1873 and from Salem to Wilkesboro in 1890. This company was under the control of the Richmond and Danville and went with it into the Southern Railway.

In North Carolina the Southern provides employment for more than 5,000 men and women. On the basis of four to a family, this means that approximately 20,000 persons draw their support from the railway.

Taxes paid in the State amounted to $2,342,728.76 (exclusive of Federal taxes) for the year 1952. These taxes go toward the support of the schools, public health and safety, and other state and local governmental activities and services.

To North Carolina freight shippers and receivers, the Southern provides fast merchandise freight service to and from the Ohio, Mississippi and Potomac River gateways. One of the railway's principal merchandise freight transfer points is located at Spencer, N. C. Hundreds of freight trains, like the "Eastern Rocket" and the "Southern Flash" provide a daily service through North Carolina to other sections of the nation—a service which accounted for 2,666,702,879 ton-miles of freight service in North Carolina in 1952.

Passenger-wise the Southern Railway operates a fleet of 38 local or through trains in North Carolina, led by such named-train mainliners as "The Crescent", "The Southerner" and the "Piedmont Limited." In 1952 the Southern performed a total of 134,293,932 passenger-miles in the State of North Carolina.

The roots of the Southern Railway are deeply imbedded in the soil of North Carolina. But confining the story of its operations to one state is like trying to bake a slice of pie—a much better job can be done when working with the whole thing.

The real beginning of railroad transportation in America took place in the year 1830 when the United States was a fledgling country of only thirteen million people. At that early date only 23 miles of railroad existed; however, six of the miles were the property of a Southern Railway System predecessor line, the South Carolina Canal and Rail Road Co. It was on this railroad that the locomotive "Best Friend of Charleston," first locomotive built in America for regular service on a railroad, pulled the first train of cars in regular scheduled service, on Christmas Day in 1830. The same rail line was the first to carry United States mail and the first to experiment with a crude form of headlight for night operation. At the time of its completion from Charleston to Hamburg, S. C., in 1833, its 136-mile length made it the longest railway in the world.

From this early beginning the Southern Railway System through the joining of its many predecessor

lines has grown to become the third largest railroad east of the Mississippi River. Lending emphasis to its size are thousands of cars and its fleet of powerful diesel locomotives. There are hundreds of freight and passenger stations, storehouses to handle the 75,000 different things the Southern needs and uses in its daily operations; tunnels and bridges; offices and other buildings of every size and description; signaling and communications systems—the list is almost endless.

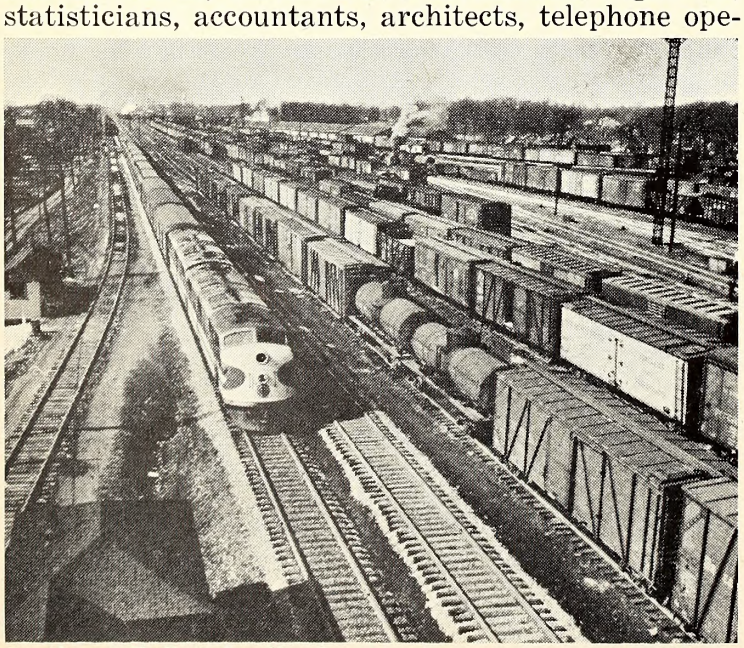
Completely equipped with diesel locomotives, and extensively modernized at a cost of approximately $250 million since the end of World War II, the Southern has earned a place among the country's most progressive railways by its advances in yard and terminal operation, in shop practices, in roadway and track maintenance and in signaling.

Some of the material yardsticks of the railway's progress in recent years are complete dieselization with a fleet of 880 diesel locomotive units costing approximately $123½ million; purchase of $10 million worth of new streamlined passenger cars and more than 13,000 new freight cars since the end of World War II; and a $34 million yard and terminal improvement program that is providing modern, retarder-type freight yards at many strategic points on the railway.

The dieselization program has brought about a vast change in the railway's shop facilities. Major changes have been made at Spencer, N. C., Birmingham, Ala., Atlanta, Ga., and at Chattanooga, Tenn.

Over the entire system crews are constantly at work laying new and heavier rail and replacing crossties. Line changes, to eliminate curves and trestles, are being carried out. New and heavier-capacity bridges have been constructed.

As one of the South's largest employers, the Southern offers a great variety of job opportunities. It would be difficult to name a trade, profession or vocation that is not represented on the Southern's payroll. There are employees of all kinds doing work peculiar to railroads. But, in addition, the Southern employs doctors, lawyers, draftsmen, geologists, chemists, civil and electrical engineers, policemen and detectives, research and mechanical engineers, statisticians, accountants, architects, telephone operators, nurses, cooks, laundry workers, carpenters, clerks, stenographers, and many others.



Southern Railway's diesel-powered passenger train No. 36 glides through the railway's classification yards at Spencer.

For more than a century the men and women of the Southern Railway System and its predecessor lines have been supplying efficient, dependable, economical mass transportation service in North Carolina and throughout a 13-state area. And toward the next century—they look with courage and inspiration—from the Potomac to the Gulf and from the Atlantic to the Mississippi.—Prepared by Public Relations Department, Southern Railway System.

CAROLINA AND NORTHWESTERN RAILWAY CO.

Carolina and Northwestern Railway Co., with headquarters in Charlotte, a subsidiary of the Southern Railway, operates 283.36 miles of railroad in North Carolina, South Carolina and Virginia, consisting of five divisions and five separate railroad lines, three of which are located entirely within the State of North Carolina. Of the total mileage more than half, or 154.55 miles is located in this State.

The Carolina and Northwestern embraces all of the railroad lines subsidiary to the Southern Railway and operated in North Carolina except the lines actually owned or leased by the Southern. The five divisions are the Anderson Division, formerly the Blue Ridge Railway, entirely in South Carolina; the Martinsville Division, formerly the Danville and Western Railway, extending from Virginia to Leaksville, 9.16 miles; the Asheboro Division, formerly the High Point, Randleman, Asheboro and Southern Railroad, 28.2 miles; the Albemarle Division, formerly the Yadkin Railroad, from Salisbury to Badin and Albemarle, 43.11 miles; and the Lenoir Division, the original Carolina and Northwestern Railway and formerly the Chester (S. C.) and Lenoir Railroad, 75.43 miles. These five lines became parts of the Carolina and Northwestern Railway Co. through negotiation of a lease effective July 1, 1951.

The Lenoir Division, the original Carolina and Northwestern Railway, operates from Chester, S. C., via Gastonia, Lincolnton, Newton, Hickory and Granite Falls to Lenoir. This road actually had its beginning in 1848 when the Kings Mountain Railroad was chartered and a line was completed from Chester to York, S. C., in 1852. This road was consolidated with the Chester and Lenoir Railroad, chartered in 1873. The Chester and Lenoir Railroad completed a link from York, S. C., to Lincolnton, 41 miles, in 1880. In 1884 the road was completed to Newton and another line built from Hickory to Lenoir. This was a narrow gauge road and the ten miles between Newton and Hickory was negotiated over ten miles of track of the Western Carolina Railroad Co. by means of adding a third rail to this standard gauge road to accommodate the narrow gauge equipment of the Chester and Lenoir Railroad. Meantime, this road was leased to the Charlotte, Columbia and Augusta Railroad, and this lease was assigned to the Richmond and Danville Railroad (Southern). The Chester and Lenoir Railroad was made standard gauge in 1902.

The Albemarle Division, formerly the Yadkin Railroad, serves the communities of Salisbury, Albemarle, Badin, Granite Quarry, Rockwell and Richfield. The Yadkin Railroad was chartered in 1871 and the line completed from Salisbury to Norwood in 1891. Later a branch from Halls Ferry Junction was extended to Whitney and still later to Badin where the Aluminum Company of America has extensive aluminum operations.

The Asheboro Division, formerly the High Point, Randleman, Asheboro and Southern Railroad, was chartered in 1887 and opened for traffic in 1889.

The Martinsville Division, operating from Danville and Martinsville, Va., serving the industrial Tri-Cities of Leaksville-Spray-Draper, was open for business in 1882. This originally was a narow gauge railroad, later changed to standard gauge.

All of these four divisions in North Carolina connect with and are supplemental and feeder lines of the Southern Railway. The Lenoir Division connects at Hickory, Newton and Gastonia; the Asheboro Division connects at High Point; the Albemarle Division connects at Salisbury and the Martinsville Division connects with the Southern at Danville, Va. All of these four North Carolina lines are located in important and growing industrial areas with splendid prospects for continued expansion and growth.

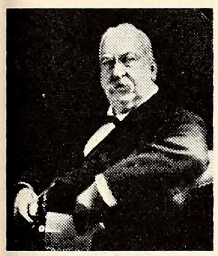
The Carolina and Northwestern Railway Co. is capitalized at approximately $1,403,000 and controls right-of-way, rolling stock, equipment and other facilities valued at around $5,000,-

000. The railroad operates ten diesel electric locomotives and owns no freight cars but uses equipment of the Southern and other railroads with which it has exchange arrangements. Annually the railroad handles approximately 75,000 carloads of freight. In this State it employs about 250 workers and has an annual payroll in the neighborhood of $1,200,000.

Harry A. DeButts, president of the Southern Railway, is president of the Carolina and Northwestern. Several of the principal officers live in Washington and in towns in other states in which the lines operate. In North Carolina the principal officers are M. H. Ramsey, Charlotte, vice-president in charge of operations; S. H. Percival, Charlotte, assistant vice-president in charge of maintenance; Chester Quinn, Hickory, auditor; H. E. Johnson, superintendent, Hickory, and R. A. Cathey, superintendent, Salisbury.

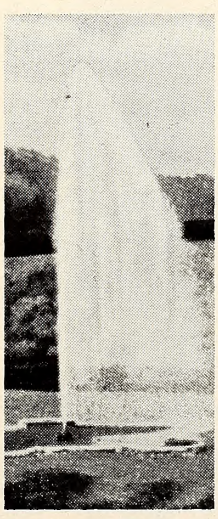
COL. A. B. ANDREWS, N. C. NATIVE, WAS LEADING RAILROAD DEVELOPER

Col. Alexander Boyd Andrews (1841-1913) was the most outstanding figure in the development of North Carolina railroads and the greatest railroadman the State has produced and kept within its borders. Serving for about 40 years as vice-president of the Southern Railway, twice he declined the presidency of this great railroad system primarily because he would have to move from Raleigh to Washington. For years it was claimed that he had the North Carolina General Assembly in his pocket. The extent to which this was true was undoubtedly due to the confidence placed in him by the lawmakers and the people of the State.



Col. Andrews was born near Franklinton and with eight other children became an orphan when he was 11 years old. His youth later was spent near Henderson with his grandfather, Col. John D. Hawkins. When 18 years of age, he joined an uncle in the construction of the Blue Ridge Railroad in South Carolina. Two years later he volunteered early in the Confederate Cavalry and soon received promotions to lientenant and captain. He was shot through the left lung and almost died, but later sought twice to rejoin his organization. He surrendered with Gen. Joseph E. Johnson at the Bennett House near Durham in the Spring of 1865.

Within a few months Col. Andrews went to Weldon and devised a plan of ferrying passengers across the Roanoke River for the Petersburg Railroad while the railroad bridge, destroyed during the war, was being rebuilt. The success of his ferrying operations caused him after about two years to be made superintendent of the Raleigh and Gaston Railroad in 1867. Eight years later, in 1875, he resigned to become superintendent of the North Carolina Railroad, then controlled by the Richmond and Danville Railroad, which later became the nucleus around which the Southern Railway was built. In 1880 he was made president of the Western North Carolina Railroad, also held by the Richmond and Danville. He had a consuming passion to complete this road through the mountain area of the State. By 1882, with James W. Wilson of Morganton as chief engineer, he had completed one of the greatest feats in railroad construction ever performed, carrying this road through to the Tennessee line at Paint Rock where it connected with the Tennessee road. A few years later he had supervised the construction of a road from Asheville to Murphy.



Andrews Geyser, part of Southern Railway freight train behind geyser.

Meanwhile Col. Andrews had superintended the operation of numbers of other North Carolina railroads, including the North Carolina Railroad, Atlantic and N. C. Railroad, and the Raleigh and Augusta Railroad, completing 60 miles of construction on this latter line. The 1910 report of the Corporation (Utilities Commission) showed that he was president of 11 roads subsidiary to the Southern Railway in addition to being vice-president of that road and a director of the Asheville and Craggy Mountain Railway. At that time he was president of the Asheville Southern, the Atlantic and Yadkin, the Carolina and Southern, the Danville and Western, the High Point, Randleman, Asheboro and Southern, the North Carolina Midland, the North and South Carolina Railroad, the Southern Railway (Carolina Division), the State University Railroad, the Tallulah Falls Railroad and the Yadkin Railroad.

On the Western North Carolina Railroad, several miles up the mountain beyond Old Fort, a hotel had been built on Round Knob and operated for several years during the construction and later operations of the railroad. A fountain had been constructed near this hotel and was fed from a dirt reservoir further up the mountain which in turn was filled by several small streams.

After the hotel burned, George F. Baker, one of the directors of the railroad and president of the First National Bank of New York, who had come to know Col. Andrews during the construction of the road, decided to honor him with an unusual and permanent monument. Up on the mountainside he turned the mud hole into a basin with concrete at the two ends and on the lower side, into which several small streams empty. He piped this water to Round Knob and there constructed a geyser from which the water spurts upward constantly to a height of more than 100 feet high. This landscaped beauty spot he named Andrews' Geyser. The Southern Railway agreed to keep the entire structure in operation and in good repair.

The Southern Railway line, in its tortuous ascent of the Blue Ridge, twists and winds to such an extent that Andrews' Geyser may be seen by passengers five or six times and from both sides of the train—a vivid monument to Col. A. B. Andrews.

FIVE CLASS I, TEN CLASS II AND 13 CLASS III RAILROADS IN THIS STATE

Railroads are divided into three classes: Class I—those which earn more than one million dollars annually; Class II—those earning between $100,000 and $1,000,000, and Class III—those earning less than $100,000 annually. North Carolina has some of all of these.

In Class I North Carolina contains parts of five railroads which earn more than $1,000,000 a year. These are the Southern Railway, the Seaboard Air Line Railway, the Atlantic Coast Line Railway, the Norfolk Southern Railway and the Norfolk and Western Railway. While the latter owns only three pieces of road in North Carolina and half interest in another road, the other four are made up of scores of small short line railroads connected and hooked up together as large railroad systems.

North Carolina has 23 railroads which are classed as short line roads, generally those having less than 100 miles of track, larger than the number in any other State except Pennsylvania which has 28 short lines. The three "baby" lines in the State are the Warrenton Railroad, 3 miles; the Beaufort and Morehead Railroad, 3.17 miles, and the Cliffside Railroad, 3.7 miles.

In Class II North Carolina has 10 railroads, some of which are independent corporations but some are subsidiaries of larger roads. These are Aberdeen & Rockfish Railroad, Atlantic & East Carolina Railway, Danville & Western Railway (Southern); Durham & Southern Railway; High Point, Randleman, Asheboro and Southern Railway (Southern); High Point, Thomasville and Denton Railroad; Tallulah Falls Railways (Southern(?)); Virginia and Carolina Southern Railroad, (ACL); Winston-Salem Southbound Railway (ACL and N & W), and Yadkin Railroad (Carolina & Northwestern—sub. Southern).

Class III railroads include Alexander Railroad, Atlantic & Western Railway, Beaufort & Morehead Railroad, Black Mountain Railway (Clinchfield), Cape Fear Railways, Inc., Carolina Southern Railroad, Cliffside Railroad, East Carolina Railway (ACL), Graham County Railroad, Laurinburg and Southern Railroad, Rockingham Railroad (ACL), State University Railroad (Southern) and Warrenton Railroad.

Of these short line railroads in North Carolina 21 operate entirely within the State and two, the Danville & Western Railway (Virginia) and the Tallulah Falls Railway (Georgia), cross the State line. None of these short line railroads now haul passengers. All haul freight and express and most of them handle mails. Some are extremely profitable. Most of them make a fair rate and a few operate without net profit. Most of them, however, are actually life lines in the communities and rural areas through which they operate.—Largely ICC data, supplied by C. E. Huntley, secretary-treasurer, American Short Line Railroad Association.

Atlantic Coast Line Operates Large Rail System From N. C.

Atlantic Coast Line Railroad Co., with headquarters at Wilmington, is the only one of the four major railroad systems in this State which is essentially a North Carolina railroad. A part of the first constituent line was built in North Carolina; the principal constituent line was a North Carolina railroad; its headquarters are in North Carolina; its president is a native and resident of North Carolina; about one-fifth of its trackage, including a double-track line crossing the State, is located in North Carolina. This railroad has had from the beginning and continues to have a definite and distinct North Carolina flavor.

Atlantic Coast Line (ACL) owns and operates 5,367 miles of railroad (1,448.82 miles of all types of track in North Carolina) in the six states of Virginia, North and South Carolina, Georgia, Alabama and Florida, in addition to 7,233 miles of road operated by affiliated companies owned in part or entirely or leased by the ACL. Organized under its present name in 1900, this railroad is made up of more than 100 short lines, many of which were built and operated in North Carolina. Its lines and affiliated lines reach a total of 12,600 miles and its double track and thoroughly modern line extends through North Carolina from Richmond to Jacksonville.

In addition to its own 5,367 miles of track, ACL owns 100% of the stock of the East Carolina Railway, 26 miles from its line at Tarboro to Farmville; the Rockingham Railroad, 20¾ miles from Rockingham to the ACL line at Gibson, and the Virginia and Carolina Southern Railroad, 53 miles from Hope Mills on the ACL line via St. Pauls to Lumberton with a branch from St. Paul to Elizabethtown.

ACL owns about 80% of the stock of the Columbia, Newberry and Laurens Railroad; owns 50% of the stock of the Winston-Salem Southbound Railroad, 88 miles from Winston-Salem to Wadesboro (see Norfolk and Western, page 143); owns 35% of the stock of the Louisville and Nashville Railroad, which in turn owns approximately 75% of the stock of Nashville, Chattanooga and St. Louis Railroad; leases jointly with the Louisville and Nashville Railroad the properties of the Carolina, Clinchfield and Ohio Railway (which is operated as the Clinchfield Railroad—see page 138) from Erwin, Tenn., to Spartanburg, S. C., with 116.6 miles in this State, passing through Toecane, Kona, Spruce Pine, Marion, Bostic and Forest City; and also leases jointly with the Louisville and Nashville properties of the Georgia Railroad and Banking Company which include, in addition to the railroad property operated as Georgia Railroad, the majority stock control of the Western Railway of Alabama and the Atlantic and West Point Railroad.

The first line of railroad built which now forms a part of the ACL system was the Petersburg Railroad, chartered in Virginia in 1830 and in North Carolina in 1831 and completed and opened in 1833 from Petersburg, Va., to Blakely on the north side of the Roanoke River,

General offices building of Atlantic Coast Line Railroad in Wilmington.

—Photo by Fabian Bachrach



C. McD. DAVIS, PRESIDENT OF ACL, GENERAL OFFICES IN WILMINGTON

Champion McDowell Davis is the only president of a Class I railroad in North Carolina who is a native and almost continuous resident of the State and lives in Wilmington where he directs the activities of the ACL from its general offices. Mr. Davis was born near Hickory and started his railroad career at the age of 14 as a messenger boy for the Wilmington



Mr. Davis was born near Hickory and started his railroad career at the age of 14 as a messenger boy for the Wilmington and Weldon. In the 60 years since his first job he has moved up through the ranks until he became president in 1942. In addition, he is an officer and director of numerous other railroad and affiliated corporations, including the presidency of the Winston-Salem Southbound since 1949. He is a former director of the U. S. Chamber of Commerce, a member of the governing board of Nation's Business, member of executive committee of Association of American Railroads and other national organizations. He is an active churchman, being a former member of the National Council, Protestant Episcopal Church; director of the Episcopal Church Foundation and Trustee of the Protestant Episcopal Theological Seminary in Virginia. Mr. Davis is a member of numerous clubs in New York and Wilmington and a member of the Society of the Cincinnati, the Newcomer Society and non-resident vice-president of the New York Southern Society.

opposite the present site of Weldon. This, too, was the first mile of railroad constructed in North Carolina. This line was built to give transportation to many North Carolina products which were finding their way to Norfolk by water routes. Connections across the Roanoke River were made by ferries until 1843 when a bridge was completed crossing the river to Weldon.

Meanwhile the Wilmington and Raleigh Railroad was chartered in 1834 to provide transportation from Wilmington, the State's principal port and largest city, to Raleigh, the State's capital. As the construction of this road progressed, it developed that Raleigh was not sufficiently interested to subscribe to stock of the road. When the line reached Faison, it curved northward through Goldsboro and headed for Weldon to connect with the lines from Virginia. This Railroad was completed in 1840, 161 miles long, the longest continuous line of railroad in the world at that time. The name was changed to Wilmington and Weldon Railroad in 1855, years after it had reached Weldon. The Wilmington and Weldon Railroad was perhaps the most significant of the constituent units of the Coast Line system and what may be termed the parent predecessor of the system in that the Wilmington and Weldon was the unit used as the vehicle for initiating community of management.

The three principal units in and connected with North Carolina which formed the bulk of the ACL trackage in this State, when the ACL was formed in 1900, were the Wilmington and Weldon Railroad which had built and acquired numbers of other short lines in North Carolina; the ACL Railroad Co. of Virginia, organized in 1898, which included the former Petersburg Railroad and one or two other lines, and the ACL Railroad Co. of S. C., organized in 1898, which owned a few lines extending from South Carolina into this State.

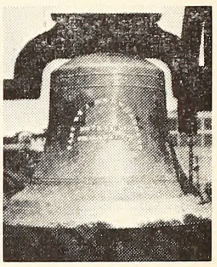
The main line of the ACL, which was later double-tracked through this State, 193 miles, and forming a part of the Richmond to Jacksonville double-track, includes several earlier short stretches of road. Entering the State from Virginia was the Petersburg and Weldon line, finished in 1833; the Weldon to Halifax line, started by the Weldon and Halifax Railroad and finished by the Wilmington and Raleigh Railroad Co., name of which was subsequently changed to Wilmington and Weldon, along with the Halifax to Enfield and the Enfield to Contentnea, all built in the 1837-40 period. The line from Contentnea (near Wilson) to Fayetteville and on into South Carolina, was built partly by the Wilmington and Raleigh and partly by its successor, the Wilmington and Weldon, the stretch from Contentnea to Fayetteville, 70 miles, built in 1885-86, and from Fayetteville to Rowland, 43 miles, built in 1890-92, while the line from Rowland to the South Carolina line, three miles, and on to Dillon, S. C., had been built in 1887-88.



Fast pullman train operated through North Carolina by Atlantic Coast Line.

OLD WILMINGTON BELL

The Old Bell, mounted on top of the Wilmington station of the ACL Railroad, has announced the departure of trains from the station for almost a century. Five minutes before the passenger train leaves, the Bell sounds to warn passengers of its departure. Again the Bell rings as the train is ready to pull out of the station. Thus, it has given Wilmington the distinction of being the only place known to world travelers where such a service is rendered by a railroad.



The Old Bell was cast in 1855 within the shadow of the Liberty Bell in Philadelphia by J. Bernhardt and Co. In 1856 the Bell was purchased at a cost of $286.75 by the Wilmington and Weldon Railroad and erected in the Wilmington passenger station the same year. In the early days travelers all over Wilmington could hear the Bell's tones and rush from their homes to the station in time to catch the leaving train. It has come to be an institution and a landmark in a city containing many institutions and landmarks.

Two principal ACL lines extend, one from Rocky Mount to Norfolk and the other from Contentnea (near Wilson) almost directly south to Wilmington, the road's general headquarters. Numbers of short lines connect with other important centers in the State.

Capital stock of the ACL includes 1,554 shares of 5% non-cumulative preferred stock with par value of $100 and 823,427 shares of common stock, no par value. The railroad has a long time debt of $109,-284,900 and conditional sales agreements for the purchase of additional equipment of $66,792,038. These figures apply as of December 31, 1952.

Broken down, the mileage in North Carolina includes 995.75 miles of single track of which 182.48 miles have a second or double track. Industrial spurs reach 28.8 miles while yardage and sidings amount to an additional 241.79 miles. This gives a total of 1,448.82 miles.

During the year 1952 the ACL employed an average of 19,761 workers with an annual payroll of $83,070,667. Of these totals 4,466 workers were employed in North Carolina, receiving in salaries and wages approximately $19,106,253.

An important expansion and improvement period for ACL was in the mid-1920s. As the main line was being double-tracked, automatic block signals were installed along the line, heavier rails were laid and rock ballast was placed along the tracks along with extensive new timbering. During that period, which was also the period of the real estate boom in Florida, the railroad added extensively to its motive power and equipment. Following the collapse of that boom and the depression of the 1930s the railroad followed a curtailment program, which curtailment was made practicable by the large expenditures in the 1920s which had placed the property in good condition for then-existing operating requirements.

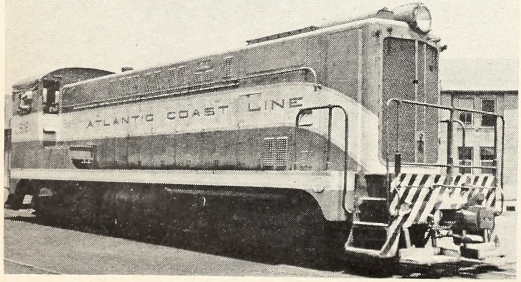
Again in 1939 a comprehensive program of rehabilitation and modernization was undertaken and has since been carried forward. Included were two

important items: diesel power was instituted for coal-burning steam power and 131-lb. (later 132-lb.) rails were substituted for 100-lb. rails on the principal main lines. This modernization has been described as the most extensive in the nation. Since 1939 ACL has acquired or has on order: 564 units of diesel motive power, including locomotives for freight, passenger, general purpose and for switching purposes; 145 light-weight passenger cars and 18,563 freight cars.

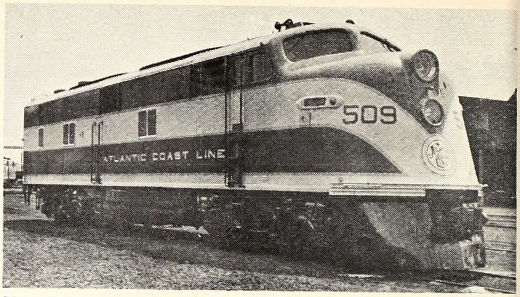
The tracks from Richmond to Jacksonville have been surfaced on crushed stone ballast and much of the road has been retimbered with nine-foot crossties. Signaling has been and is being extended to other lines of the road. From Richmond through Jacksonville to Orlando the signal system is being replaced by modern searchlight signals, actuated by coded track circuits, along with centralized traffic control—a system of remotely controlled switches and signals permitting operation of trains without train orders—installed on heavy traffic density segments which might otherwise prove bottlenecks. The president of the railroad has stated: "There is no better track or roadbed in the United States".

The double-track main line in North Carolina passes through Garysburg, Weldon, Halifax, Enfield, Whitakers, Rocky Mount, Wilson, Selma, Smithfield, Benson, Dunn, Fayetteville, Pembroke, Elrod and Rowland. This includes part of the former Petersburg Railroad, part of the Wilmington and Weldon Railroad and the line from near Wilson to Fayetteville and into South Carolina, built by the Wilmington and Weldon Railroad. ACL has two other principal main lines in North Carolina. One of these leaves the main line a few miles south of Wilson and passes through Goldsboro, Mount Olive, Faison, Warsaw, Magnolia, Burgaw and to Wilmington, where the general headquarters is located. This is the former Wilmington and Weldon road. The other principal line leaves the double-track line at Rocky Mount, passing through Tarboro, Hobgood, Kelford, Aulander, Ahoskie, Gates, and to Norfolk, Va. This road, started in 1859-60, was operated most of the time by the Wilmington and Weldon until it was consolidated in 1900 to form part of the ACL of Va.

Other important east and west lines are operated. One extends westward from Plymouth through Williamston, Robersonville and Parmele to Tarboro. Another extends from Rocky Mount through Nashville and Spring Hope to Lassiter, in the Rolesville area of Wake County. The Rocky Mount-Spring Hope section of this road was built by the Wilmington and Weldon and extended to Lassiter by lumber and granite quarry interests.



Powerful diesel locomotive which pulls fast freight trains over Atlantic Coast Line roads.



Modern and swift diesel locomotive handling ACL passenger trains through North Carolina.

Another east-west line extends from Wilmington through Fayetteville to Sanford. This is part of the former Cape Fear and Yadkin Valley Railroad from Wilmington to Mount Airy.

Other important lines and links of the ACL follow: Pender, near Halifax, to Kinston through Scotland Neck, Parmele, Greenville to Kinston, 85 miles, built by the Wilmington and Weldon Railroad in the 1881-90 period.

Parmele to Washington, 25 miles, built by the Wilmington and Weldon in 1891-92. An extension of this line, from Washington to Vandemere, about 40 miles, built in 1907-08, was abandoned and the track removed in 1952.

The Warsaw and Clinton line, 13½ miles, started by another road, was finished in 1886-87 by the Wilmington and Weldon.

The Wilmington to New Bern line, 85 miles, includes two sections: Wilmington to Jacksonville, built in 1889-91, and Jacksonville to New Bern, built in 1890-93 by two different railroad companies. The line was acquired by Wilmington and Weldon in 1897.

The Wilmington Railway Bridge Co., organized in 1886, built a bridge and 2½ miles of track from Hilton (Wilmington) to Navassa to establish connections at Wilmington between the Wilmington and Weldon, the Wilmington and Manchester and the Wilmington, Charlotte and Rutherfordton Railroad. Stock in the Wilmington Railway Bridge Co. is owned in equal proportions by the ACL and the Seaboard.

Navassa via Whiteville, Chadbourn and Fair Bluff and to Mullins and Kingsville, S. C., built by Wilmington and Manchester Railroad, 63 miles in North Carolina.

Chadbourn via Tabor City, Conway to Myrtle Beach, S. C., 13 miles in North Carolina, built in 1884-85, acquired by Wilmington, Columbia and Augusta Railroad and consolidated with others to form ACL of S. C.

Elrod to Chadbourn, 33 miles, built in sections, 1897-1900, Elrod to Ashepole (Fairmont), Ashepole to Boardman and Boardman to Chadbourn. The section from Boardman to Chadbourn, constructed by Wilmington, Chadbourn and Conway Railroad Co., was acquired in 1895 and reorganized into Wilmington and Weldon. Fairmont to Chadbourn line abandoned in 1950.

Parkton to Hasty and to Bennettsville, S. C., built 1875-84 from Fayetteville, 46 miles, connected with

Wilmington and Weldon by a two-mile line, Parkton to McNatts, around 1900, and McNatts to Fayetteville section abandoned.

Gibson to Bennettsville, S. C., 11 miles, a mile or so in North Carolina, opened in 1892, became a unit in 1898 of ACL of S. C.

Cheraw, S. C., to Wadesboro, 25 miles, Florence to Wadesboro line, 10 miles in North Carolina, built and opened 1880, became a unit in 1898 of ACL of S. C.

(ACL owned and partially owned roads outlined at end. Winston-Salem Southbound, page 143).

Officers and key personnel of the ACL include Champion McDowell Davis, president; L. S. Jeffords, vice-president—operations; Lewis F. Ormond, vice-president—accounts; C. C. Howell, vice-president and general counsel, and J. M. Fields, vice-president—traffic.

ACL is vitally interested in the development of new industries and expansion of established industries along its lines and encourages and assists in such development. In 1952, 154 new industries were established and 37 industries materially expanded in communities served by this railroad. These industries and expansions are expected to produce more than 80,000 additional carloads of freight traffic annually for the road. Among the new industries are plants producing pulp and paper products, lumber and other wood products, chemicals, frozen citrus juice concentrates, animal and poultry food, textiles and synthetic fibers, superphosphates, fuller's earth, limerock, structural steel and steel fabricating plants, boiler manufacturing plants, creosoting and wood-treating plants, sand, gravel and crushed stone operations, electric generating plants and storage warehouses of sundry character.

Larger industrial developments in North Carolina, located along ACL lines, include: Acme (near Wilmington), the $16,400,000 pulp mill of Reigel-Caroline Corp., with daily capacity of 200 tons of bleached pulp; Graingers, new Dacron fiber plant of E. I. duPont de Nemours & Co., costing approximately $40,000,000; Sunny Point, U. S. Army ammunition outloading depot under construction between Wilmington and Southport to cost more than $22,000,000 with loading piers and about 18.5 miles of railroad to connect with ACL near Leland; Wilmington, completion of construction of new port facilities, costing about $5,000,000; purchase of 153-acre site by Babcock & Wilcox Co. for new plant to cost more than $2,000,000 to produce boiler equipment, giving this company a second plant in Wilmington; construction of new steam electric generating plant near Wilmington by Carolina Power and Light Co. at an estimated cost of $30,000,000; new plant of Timme Corporation, costing $3,500,000 with planned expansion, and numerous other smaller plants which furnish many additional tons of products for railroad hauling.

ROCKINGHAM RAILROAD CO.
Rockingham

Rockingham Railroad Co., Rockingham, was incorporated in 1910 with a capital of $150,000, its charter providing for it "to continue for 500 years". The purpose was to build a 20.79 mile line from Rockingham to Gibson, in Scotland County, to connect with the Atlantic Coast Line Railroad and thus offer competition to the Seaboard Air Line, which passed through Rockingham.

Principal promoters of the road were individuals interested in the mills which were developing in Rockingham.

The original stockholders were Pee Dee Mills; Leak, Wall and McRae; J. P. Leak, M. L. Hinson, W. C. Leak, William Entwistle, Settle Dockery, H. C. Dockery, J. LeGrand Everett and Entwistle, Steels and Ledbetter Mills. No time was lost in getting construction under way. Grading was started in 1910 and the first train left Rockingham October 7, 1911, the occasion of a great celebration. First officers were T. C. Leak, president, later succeeded by Henry C. Wall; William Entwistle, vice-president, and J. L. Hawley, general superintendent, succeeded by W. H. Newell, Jr.

ACL was interested in the construction of this road from the beginning and later acquired the entire stock issue and bond issue in the separate corporation. Present officers include W. H. Entwistle, Rockingham, president; W. A. L. Sibley, vice-president; S. D. Hurst, Jr., secretary; P. Nichols, treasurer, the latter three of Wilmington and of the ACL, and S. E. Jones, Lumberton, general manager. The Rockingham Railroad has trackage rights of the ACL from Gibson to Bennettsville, S. C. (Mr. Hurst, secretary, died Dec. 21, 1953).

VIRGINIA AND CAROLINA SOUTHERN RAILWAY CO.
Lumberton

Virginia and Carolina Southern Railway Co., Lumberton, now owned by the Atlantic Coast Line, was chartered in 1903 to build a railroad from Lumberton to Hope Mills where it makes connections with the ACL. Preliminary steps for this railroad were made by the Atlantic Improvement Co., which was incorporated by Angus W. McLean, later governor of the State; J. F. L. Armfield, John Blue, C. N. Blue and other individuals in the community. The line was built in 1907-09.

A branch line was built in 1911 from St. Paul to Elizabethtown, giving the road a total of 55 miles of track. Early officers were A. W. McLean, Lumberton, president; J. F. L. Armfield, Fayetteville, general manager and superintendent; H. B. Jennings, secretary; A. T. McLean, treasurer, and J. F. Head, traffic manager. F. P. Gray, Lumberton, and Hector McLean, Maxton, were additional directors.

In 1910 the railroad was capitalized at $141,000 and carried a list of 45 employees. Mr. McLean resigned as president of the road around 1924 and A. T. McLean, earlier treasurer, was elected president to succeed him, continuing in that office. The road was acquired by the ACL and made a part of its system, although continuing as a separate corporation. H. B. Jennings is now vice-president, as well as secretary, and S. E. Jones, Lumberton, is general manager.

EAST CAROLINA RAILWAY
Tarboro

East Carolina Railway, incorporated in 1898 to build a railroad from Tarboro to Farmville, 27 miles, built this line in the 1898-1901 period, leasing the road in 1899 to Henry Clark Bridgers who operated it under lease until 1935. The line was extended 11 miles from Farmville to Hookerton in 1906-07. This newer part of the line was abandoned in 1933.

The 1910 report of the Utilities Commission showed Henry Clark Bridgers as president and general manager as well as secretary and treasurer of the road. H. P. Foxhall was shown as acting superintendent. The directors included these two officers and John L. Bridgers, James Pender and W. E. Shearin, all of Tarboro, and W. J. Turnage of Farmville. The capital was shown as $55,000 and the road had cost $270,000. Including the officers, 68 persons were employed in the operation of the railroad. In that year operating expenses exceeded operating revenue.

During this time the road had been acquired through ownership of stock issue and bond issue by the Atlantic Coast Line which owns the road entirely. C. McD. Davis, president of the ACL, is president of East Carolina Railway and other ACL officials in Wilmington who are officials of this short line are C. G. Sibley, vice-president; P. Nichols, treasurer; L. F. Ormond, comptroller, and J. M. Fields, traffic manager. S. E. Jones, Lumberton, who is general manager of other ACL-owned short lines, is general manager of the East Carolina Railway.

BLACK MOUNTAIN RAILROAD
Erwin, Tenn.

The Black Mountain Railroad operates 10.7 miles of line in Mitchell and Yancey Counties from Kona to Burnsville with a 2.11 mile branch between Micaville and Bowditch. This road was started in 1910 and opened from Kona to Bowditch in July, 1911, and completed in 1913. Until 1927 a line extended

beyond Burnsville to Eskota, eight or ten miles.

Black Mountain Railroad operates in an area which produces approximately 45% of all the Feldspar, important in defense, mined in the United States. This is produced in the Bowditch area. At Kona it connects with the Clinchfield Railroad, which is owned and controlled by the Atlantic Coast Line and the Louisville and Nashville.

Recently the Interstate Commerce Commission denied a petition of the Clinchfield Railroad to abandon this line, holding that feldspar and other mineral products in the area were essential. The railroad showed that the line was losing money and that because of the condition of the roadbed trains cannot operate safely more than ten miles an hour or more than five miles an hour across the Kona Bridge. The road as junk would be worth about $40,500.

CLINCHFIELD RAILROAD CO.
Erwin, Tenn.

Clinchfield Railroad Co., Erwin, Tenn., operating 116 miles through four North Carolina counties, extends from Elkhorn City, Ky., to Spartanburg, S. C., is said to be one of the best constructed railroads in North Carolina even though teams and wagons hauled most of the dirt and rock from cuts into fills in its winding and tortuous courses over mountain streams and through tunnels.

Ownership and operation of this railroad is almost as complicated as the rugged terrain through which it passes. Originally the companies were the Clinchfield Railroad of Kentucky the Carolina and Clinchfield Railroad of South Carolina and the Carolina, Clinchfield and Ohio Railroad Co., which owns all of the mileage in North Carolina. These three firms operate under the name of Carolina, Clinchfield and Ohio Railroad and the line is leased to the Clinchfield Railroad Co., which is owned jointly by the Louisville and Nashville Railroad and the Atlantic Coast Line Railroad.

The road was started in 1905 at Spruce Pine, the first trains were operated to Marion in 1908 and the first through trains to Spartanburg in 1910. In the 20 miles from Spruce Pine to Marion trains pass through 17 tunnels from a few hundred feet to nearly a quarter of a mile in length. In this 20 miles the road descends more than 1,000 feet. In this area, one stretch of the road cost as much as $1,000,000 a mile and in parts of the construction more than 3,000 laborers and 200 mules were at work at one time. Construction crews were made up of several different nationalities, including Italians, Germans, Russians and Negroes. Clashes among these elements were frequent and furious.

A recent report showed 51 steam and 27 diesel locomotives with 6,950 freight cars. Operations almost entirely are in handling freight although one passenger train completes a round trip in two days—down one day and back the next.

Seaboard Air Line's System Started With Short N. C. Lines

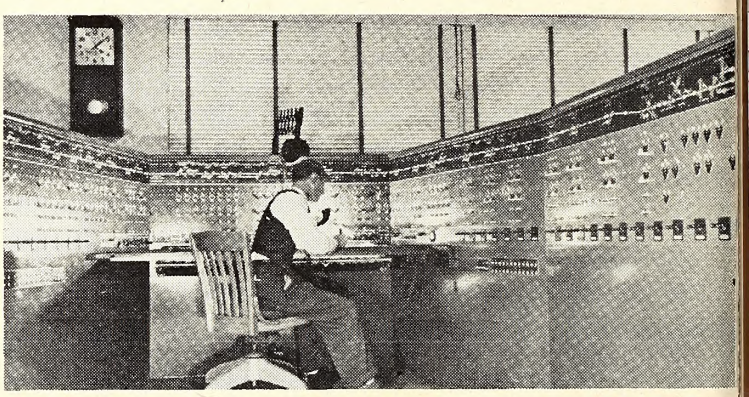
By C. E. BELL, *Vice-President Seaboard Air Line Railrood Co.*

North Carolina was the goal of the very first line of railroad constructed by what is today the Seaboard Air Line Railroad Co. The first steam railroad on the North American continent had scarcely gotten into regular operation when a group of men began to lay plans for a rail line to reach from Weldon, on the Roanoke River, to Portsmouth, Virginia. Those plans culminated in the incorporation in 1832 of The Portsmouth and Roanoke Railroad Co., whose 79-mile line would provide a new outlet for the production of the rich Roanoke River Valley and give that area a direct connection with the Hampton Roads ports.

That line was the forerunner and the first segment of the Seaboard system which today spreads its 4,080-mile network throughout the Carolinas, Virginia, Georgia, Florida and Alabama. Eighteen miles of that earliest line lay within North Carolina, but today the Seaboard counts 630 miles of main line in the Old North State, with a north-south line reaching through Raleigh and an east-west line stretching from Wilmington, on the Atlantic Ocean, to Rutherfordton, in the Blue Ridge Mountains.

Almost simultaneously with the completion of the line into Weldon, in 1836, another was being undertaken. Starting at the now abandoned town of Gaston, surveyors projected a route to Raleigh, and it was that railroad—the Raleigh and Gaston Railroad Co.—which brought the first locomotive to the capital. That event occurred on March 21, 1840, and the Raleigh newspapers of that day carried vivid accounts of the jubilation which marked the occasion.

Railroading was now definitely established in North Carolina and the benefits which that new form of transportation brought to the areas it touched served as a stimulus for still more construction. In 1846 The Portsmouth and Roanoke Railroad Co. became The Seaboard and Roanoke Railroad Co. and by 1853 the Raleigh and Gaston had built a 12-mile line from Gaston to Weldon. Connecting with the Seaboard and Roanoke at Weldon, there was now for



The first centralized traffic controlled system in North Carolina was installed by the Seabord. All trains in controlled area are spotted on lighted track outline. The dispatcher flips a finger throwing a switch miles away and two trains pass in safety.

the first time unbroken rail transportation from Raleigh to the Tidewater ports of Virginia.

Meanwhile, the citizens of lower eastern North Carolina were bestirring themselves to get a railroad built from Wilmington to the western part of the state. From their efforts came the incorporation in 1855 of the Wilmington, Charlotte and Rutherford Railroad Co. Getting to work in earnest, construction was begun at both Charlotte and Navassa, each unit building to the west. In early 1861 the Charlotte segment had reached Lincolnton, 31 miles away, while the crews working from Navassa had built 112 miles of railroad all the way to Rockingham. The coming of war halted further construction, but neither before nor since that time has a longer stretch of straight track been built in this country. Between Wilmington and Hamlet there is a tangent, 78.6 miles in length, which is the longest stretch of straight track in America.

In 1873 the Legislature of North Carolina incorporated The Carolina Central Railway Co. (later to become the Carolina Central Railroad Co.), granting it authority to purchase the property and fran-

chises of the Wilmington, Charlotte and Rutherford Railroad Co. as well as authority to complete the construction of that railroad between Wilmington and Rutherfordton. With the building of two and a half miles of railroad over the two branches of the Cape Fear River by The Wilmington Railway Bridge Co. during 1867-1869, which connected Hilton and Navassa, the Carolina Central completed the Wilmington-Rutherford line in 1887. A five mile line from Ellenboro to Caroleen was built in 1895.

Development of the Chatham County coal fields set in motion plans for a railroad to reach that area and, in 1861, the Chatham Railroad Company was organized. Some grading was done by that company during 1862-1864, but because of war stresses construction was badly delayed and it was not until 1871 that a line was completed from Raleigh to the Haw River. In that year the Chatham Railroad became the Raleigh and Augusta Air Line Railroad Co., the latter company taking over the work then in progress by the Chatham and extending the line on south to Hamlet by 1877. The Raleigh and Augusta also built from Hamlet to Gibson in 1884.

The pattern of the Seaboard system in North Carolina was now pretty well established and there came a period of building extensions from the existing lines into nearby communities and areas.

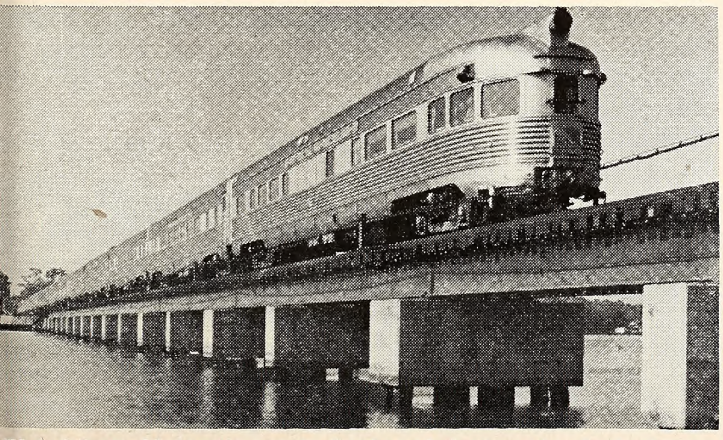
First of these was the line from Franklinton to Louisburg, which was built in 1884-1885 by The Louisburg Railroad Co. and leased to The Raleigh and Gaston Railroad Co. for a period of 99 years.

Next was the line from Moncure to Pittsboro, built by the Pittsboro Railroad Co. in 1885-1887 and leased to the Raleigh and Augusta Air Line Railroad Co. for a period of 99 years.

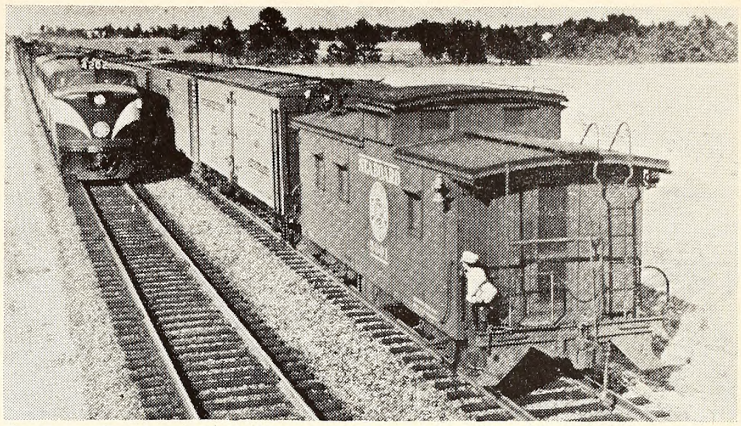
Then came construction in 1887-1888 by the Roanoke and Tar River Railroad from Lewiston to the Virginia State Line, where connection was made with an extension of the Seaboard and Roanoke. The Roanoke and Tar River Railroad was operated by the Seaboard and Roanoke under lease.

This was followed by the building from Henderson to Durham of the Durham and Northern Railway in 1887-1889. From Dickerson, on the Durham and Northern, the Oxford and Coast Line Railroad built to Oxford in 1901-1902.

Reaching westward, The Georgia, Carolina and Northern Railway Co. in 1887-1888 built from a connection with the Carolina Central at Monroe to the South Carolina State Line and continued on through to Atlanta, completing construction to the latter



"The Silver Meteor", crack Seaboard train, the first streamliner to serve North Carolina.



Seaboard's two fast through freights, the Marketer and the Merchandiser, pass near Hamlet.

point in 1892. That road was leased in perpetuity to the Raleigh and Gaston and the Seaboard and Roanoke.

This was an era of unprecedented railroad expansion and the decade from 1880 to 1890 witnessed the most rapid railroad expansion in the history of this country. It was but natural that this tremendous growth should stimulate interest in the consolidation of the many small roads into larger coordinated units for the purpose of achieving greater efficiency with consequent improved service to the public.

On August 1, 1893, the Seaboard Air Line association commenced the consolidated operation of five companies: The Carolina Central Railroad Co., The Seaboard and Roanoke Railroad Co., The Raleigh and Gaston Railroad Co., the Raleigh and Augusta Air Line Railroad Co. and the Durham and Northern Railway Co., including the lines leased by those railroads. The properties brought together through the association comprised principally the lines from Portsmouth to Atlanta and from Wilmington to Rutherfordton. This was purely an operating association and the independent legal status of the companies associated with it was not affected.

Then in 1900, under the direction of John Skelton Williams, the Seaboard Air Line Railway was formed as a corporate entity. In addition to the North Carolina properties already mentioned, 2,000 additional miles of railroad in Virginia, South Carolina, Georgia, Alabama and Florida were affiliated with the Seaboard and a new major railroad system had come into being in the South. Effective July 1, 1900, the North Carolina lines were operated by the Seaboard by virtue of stock ownership and in the course of the next few years were merged into the Seaboard Air Line Railway.

Still further growth was in store for the new 2,600-mile system and the ensuing years saw the Seaboard expand into an ever larger network, eventually totaling the 4,080 miles operated by the present-day Seaboard Air Line Railroad Company. The same pioneering spirit which marked the building of the early lines continued to characterize the growing company.

Evidence of the benefits of that spirit are found in the introduction by the Seaboard in its territory of such innovations as the first electric lighted passenger cars, the first air-conditioning on passenger trains, the first diesel-electric locomotives and the first streamliner.

Recognizing from the outset that its welfare and that of the territory it served were closely bound together, the Seaboard became one of the early leaders

in working for the development of the Southeast. Through its two specialized departments—one for agriculture and one for industry—the railroad has been able to make important contributions to the economic growth of the region. Working closely with agricultural interests, new crops have been introduced and new markets have been found for established crops, with a resulting increase in farm income. At the same time, hundreds of new industries have been located in communities along the railroad's lines to utilize local products and raw materials, and the economy of the section has been further strengthened as fresh payrolls and greater purchasing power have been added.

The freight carried by the Seaboard into and out of North Carolina, as well as between points within the state, is as varied as the production and consumption of the state itself. In 1952, for example, Seaboard trains hauled about 90,000 carloads of freight which had either origin or destination, or sometimes both, in North Carolina—in addition to other thousands of cars which passed through the state enroute to other destinations.

The Silver Meteor, first streamliner to serve North Carolina and now grown from seven cars to a seventeen-car train, still flashes daily through the Carolina countryside. Two sister trains, The Silver Comet and The Silver Star, have been added to the Seaboard's streamliner fleet and these, with such trains as The Palmland, The Sunland and local trains, provide swift, economical and reliable passenger transportation.

To man the Seaboard's operations in North Carolina, representing an apportioned valuation of $37,500,000, some 3,250 employees are stationed throughout the state, which is almost one-fifth of the total number of Seaboard employees. Approximately $14,000,000 is paid annually to those North Carolina employees.

The largest terminal on the Seaboard is located at Hamlet, where five principal lines converge. Every 24 hours about 3,000 freight cars and 600 passenger cars are handled through this terminal. At this moment work is under way at Hamlet on the construction of new yard and shop facilities which will involve an expenditure of $8,000,000 when completed.

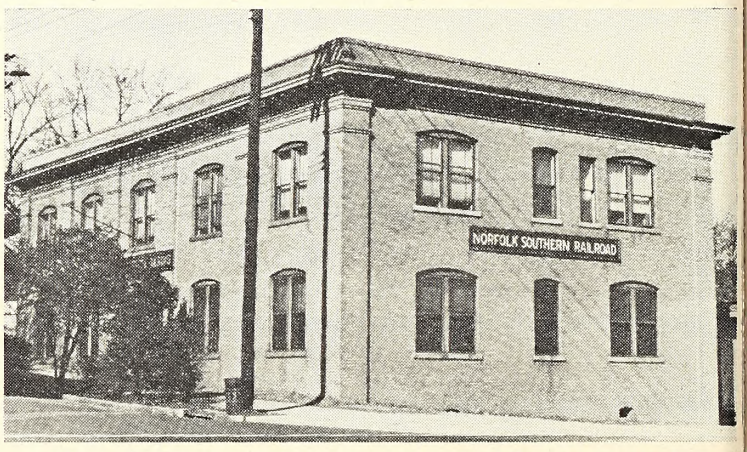
During an association that has lasted well over a century, North Carolina and the Seaboard Air Line Railroad have grown together, expanding and gaining added strength as the years passed. With the same spirit of cooperation and mutual undertaking which has characterized that association, the future is bright with promise of still greater achievements for both the Old North State and the Seaboard.

Norfolk Southern Has 90% of Operations in North Carolina

The present Norfolk Southern Railway Co. was originally chartered about the year 1870 as the Elizabeth City and Norfolk Railroad Co. to build a 45-mile line between those two cities. Since that time the road has pushed its main line southwestwardly through Washington, Wilson, Raleigh and on to Charlotte to become one of the "Big 4" railroads in North Carolina, operating 641 miles of track through the rich agricultural section of northeastern North Carolina and through the highly industrialized Piedmont section of the State.

The Norfolk Southern, now a freight carrier exclusively, has had its ups and downs through the 80-odd years of its existence, including five or six receiverships. The last receivership ended in 1945 and since that time this railroad has been operating very successfully. In 1947 the road started dieselizing and by early this year will be completely dieselized. The last diesel engines are now on order and soon will take the place of all of the steam engines. Freight equipment includes approximately 1,600 cars of which about 1,000 are box cars, the others being gondolas, hoppers, pulpwood, flat and miscellaneous types.

Although general headquarters of the road are located in Norfolk, approximately 90% of its mileage is in North Carolina. Its total capitalization is about $23,000,000. The road has approximately 1,350 employees of whom about 80% are in North Carolina and has an annual payroll of around $4,000,000, probably 75% of which is paid to workers in this State. Norfolk Southern owns all of its right-of-way and trackage except for 41 miles of leased road from Duncan in Harnett County to Durham which was formerly known as the Durham and South Carolina Railroad Co. Last year the Norfolk Southern had



Norfolk Southern Railway office building in Raleigh.

railway operating revenues of almost $11,700,000.00. Net income from this gross amounted last year to about $525,400.00. The stock is widely owned. The State of North Carolina assessed the 542 miles subject to taxation in this State at a taxable value of $7,565,350 in 1952, or an average of $13,700.45 for each mile.

Notable is the fact that about 250 miles of the road's total mileage consists of branch lines, fingers running out into numerous prosperous communities to feed traffic to the main line and to other routes. At Norfolk the road has direct connections with numerous railroads as well as domestic and foreign ship lines, while at the other end of the line at Charlotte connections are made with other rail lines running south and west. In the eastern half of the State the Norfolk Southern handles large quantities of agricultural products, crushed stone and forest products. One of the largest paper plants in the country

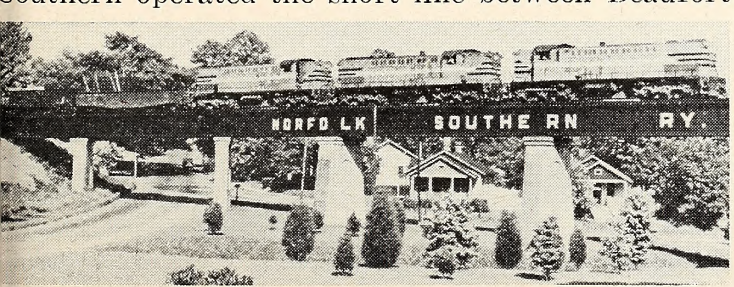
is located on its tracks at Plymouth. As the line approaches Charlotte it picks up much of the industrial production of the Piedmont area.

The Carolina Solite Co., a subsidiary of Southern Lightweight Aggregate Corp. of Richmond, Va., has recently acquired about 200 acres of land adjoining the Norfolk Southern at Acquadale in Stanly County and constructed a multi-mililon dollar plant to manufacture aggregates for building blocks known as "Solite". This aggregate is made from "Monroe" slate. It is reported that this firm has available on its present land holdings more than 200 million cubic yards of "Monroe" slate. The slate is first crushed and then heated at 2200 degrees at which point it swells and pops open somewhat like pop corn. It is shipped in railroad "hopper" cars in that state to manufacturers of building blocks and takes the place of cinders, sand, stone and other aggregates. It is estimated that this firm will eventually have a daily output of about 40 car loads a day. This new industry may turn out to be only the beginning. The whole area traversed by the main line of the Norfolk Southern west of Raleigh is rich in undeveloped mineral deposits and bids fair to become a highly industrialized section of the State. This territory has a number of large rivers and unlimited electric power.

After the original company was chartered the first 45 miles of track from Norfolk to Elizabeth City was placed in operation about the year 1881. Later that year the track was extended from Elizabeth City to Edenton and about the year 1891 the road was consolidated with the Albemarle and Pantego Railroad Co. and the name changed to the Norfolk & Southern Railroad Co. In that year the road was operating from Norfolk to Edenton, 73.05 miles, of which 50.92 miles were in North Carolina. At that time also the road was operating about half a dozen steamship lines.

Beginning about 1882 the Norfolk Southern adopted the policy of acquiring all of the branch and main line trackage over which it operated. Since that time it has discontinued a few branch lines which did not prove profitable. In 1905 the Norfolk Southern leased for 99 years the Atlantic and North Carolina Railroad extending from Goldsboro to Morehead City, about 96 miles long. Two or three years later the Norfolk Southern built a line from Morehead City across Newport River to Beaufort, a distance of 3.17 miles, about half of which consists of the bridge across the river. The purpose of this line was to reach the town of Beaufort and deep water east of Beaufort. Surveys were made and right-of-way acquired but abandoned because of financial reasons.

In 1935 the lease of the Atlantic and North Carolina Railroad to the Norfolk Southern was terminated. For about two years thereafter the Norfolk Southern operated the short line between Beaufort



NS Railway through freight train No. 64 passing over Western Boulevard in Raleigh.

and Morehead City and because it was separated from the rest of its system application was made to the Interstate Commerce Commission for permission to abandon this line. Beaufort citizens organized the Beaufort and Morehead Railroad Co. and purchased the right-of-way, buildings and other property for an amount reported to be around $12,000. This short line had cost many times the purchase price.

After the consolidation in 1883, which formed a nucleus of the present Norfolk Southern, this railroad acquired the Norfolk, Virginia Beach & Southern Railroad Co.; the Chesapeake & Carolina Railroad Co., and the Virginia & Carolina Coast Railroad Co. In North Carolina it acquired the Washington & Plymouth Railroad Co., operating from Plymouth to Pinetown, in 1894; the Pamlico, Oriental & Western Railroad Co., 14 miles from New Bern to Bayboro, built in 1896, and later extended the line 11 miles to Oriental; The Durham & Charlotte Railroad Company, built in 1897, 52 miles long, extending from Colon to Troy; the Raleigh & Pamlico Sound Railroad Co., extending from Chocowinity to New Bern, built in 1898; the Raleigh & Southport Railroad Co., extending from Raleigh to Fayetteville, 64 miles long, built by stages in 1899, 1902 and 1907; the Sanford and Troy Railroad Co., 9 miles long from Biscoe to Troy, built in 1902; the Aberdeen & Asheboro Railroad Co., 58 miles long from Aberdeen to Asheboro, and built from 1896 to 1903.

Last year 21 miles of this road, from Asheboro to Star, was abandoned; (The Aberdeen and West End Railroad Co., 26 miles long, was a part of the Aberdeen and Asheboro line.) The Carthage & Pinehurst Railroad Co., 11 miles long, built around 1898, was acquired and operated until 1920, when it was abandoned. A petition has been presented to the Interstate Commerce Commission to abandon the line from Candor southward to Ellerbe. Under the corporate name of Raleigh, Charlotte & Southern Railroad Co., connecting links were built from Varina to Colon and from Mt. Gilead to Charlotte in 1911 and 1912 and the present through line from Raleigh to Charlotte began operations in 1913. At one time this railroad formulated plans to acquire other railroads and build the necessary connecting links to reach Florida but the plan was not carried out because of financial reasons. This road has an aggressive management and some of its early dreams may yet come true.

The main line of the Norfolk Southern entering North Carolina from Norfolk, passes through Moyock, Snowden, Camden, Elizabeth City, Hertford, Edenton, across the Albemarle Sound to Mackeys, Plymouth, Pinetown, Washington, Marsden, Greenville, Farmville, Wilson, Wendell, Raleigh, Fuquay-Varina, Duncan, Colon, Gulf, Star, Mount Gilead, Norwood, Acquadale, Oakboro, Stanfield, Midland and into Charlotte. Branch lines are as follows: From Pinetown to Belhaven; from Marsden to New Bern and from New Bern to Bayboro; from Fuquay-Varina to Fayetteville; from Duncan to Durham; from Star to Aberdeen, and from Candor to Ellerbe.

For many years the Norfolk Southern had trouble crossing Albemarle Sound. Cars were ferried across this wide expanse of water from the beginning of the line toward Washington until 1910. Then a railroad bridge five miles long was completed at Mackeys Ferry over Albemarle Sound, said at that time to

have been the longest railroad bridge over navigable water in the world.

Norfolk Southern, February 1, 1948, abandoned all passenger traffic over its line and has since been a freight line entirely. In 1926 the Norfolk Southern Bus Corp., a wholly owned subsidiary, was organized and started handling passengers from Norfolk to Virginia Beach by way of Cape Henry. In 1934 the Norfolk Southern Bus Corp. acquired the Virginia Beach Bus Line and the Coastal Coach Lines, starting bus service to Eastern North Carolina by way of Elizabeth City and Edenton. This line operated over 463 route miles; had a fleet of 65 vehicles and employed about 200 drivers and other employees. Its southern terminal was in Washington, N. C. Busses were run into New Bern and Wilmington by an agreement with the Seashore Transportation Co.

The Carolina Coach Co., with headquarters in Raleigh, recently offered to purchase the entire operations of the Norfolk Southern Bus Corp. for a price reported to be approximately $395,000. If the deal goes through Carolina Coach plans to absorb the Norfolk Southern bus line and make readjustments to fit in with its present far-flung operations. The Norfolk Southern Railway Co. has thus discontinued handling passengers and is devoting all of its activities to handling freight.

(Sale approved by ICC first week in January, 1954.)

L. P. Kennedy, recently promoted from general superintendent to resident vice-president of the Norfolk Southern, is the principal officer of the company having headquarters in North Carolina. J. C. Poe, native of Chatham County, was promoted to general superintendent to succeed Mr. Kennedy. The Raleigh vice-president, who is also a member of the Board of Directors, has been in railroad work for almost 45 years. He is a native of Sampson County and his first job with Norfolk Southern was as agent at Fuquay Springs. Later Mr. Kennedy served as agent at Lillington, then became chief clerk to the Superintendent in Raleigh. He then moved up to train dispatcher, chief dispatcher, trainmaster, division superintendent for 11 years and then served as general superintendent for 18 years, until his promotion to vice-president last year.

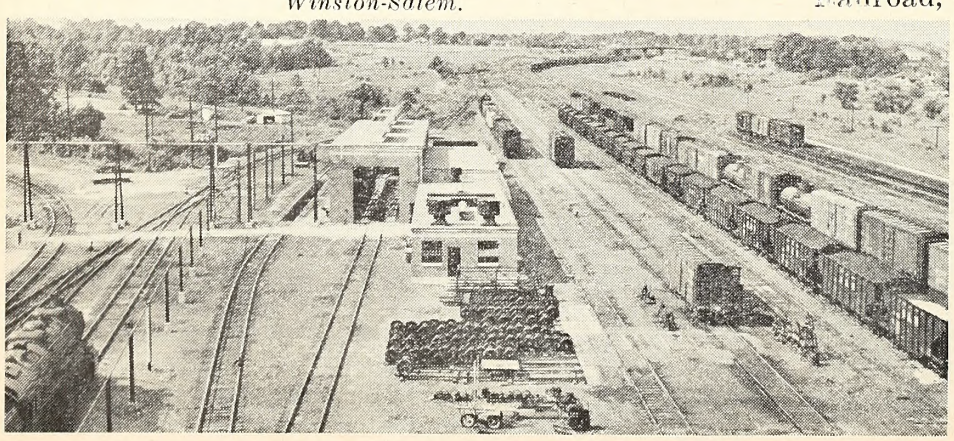
Cecil M. Self, of Norfolk, a railroad man with wide experience in railroad management and formerly executive vice-president of the Norfolk Southern was elected president of the railroad in March last year. Other principal officers besides Mr. Self, all located in Norfolk, are J. C. Wroton, vice-president; J. R. Pritchard, vice-president-secretary; G. C. Reveille, comptroller; J. F. George, treasurer; C. H. Ware, general traffic manager; M. C. Jennette, chief engineer; and A. J. Winder, general solicitor. E. E. McClure, Baltimore, is chairman of the Board of Directors and P. N. Selheimer of Philadelphia is chairman of the Executive Committee. Henry Oetjen, New York, is vice-president. All of the company's directors and principal officers are also stockholders.

Norfolk and Western Operates Three Lines Into N. Carolina

The Norfolk and Western Railway Co., with headquarters in Roanoke, Va., operates three lines from Virginia into North Carolina, two of them important northern gateways and the third unique among eastern railroads. Although one of the five Class I railroads operating in North Carolina, the Norfolk and Western has total mileage of only 111.5 with 157.6 total trackage in the State. However, it also owns one-half interest with the ACL in the Winston-Salem Southbound Railroad.

The Norfolk and Western operates also in Virginia, West Virginia, Ohio, Maryland and Kentucky and is an important artery in the distribution of coal from the important coal fields in Virginia, West Virginia and Kentucky to other sections of the nation. Its entire road mileage in the six states in which it operates is 2,135. Its first predecessor was organized in 1836. The road now has a total investment in transportation property of $475,532,841.

The Norfolk and Western engine terminal and yards in Winston-Salem.



Back in 1890 the N & W was building the last link through southern West Virginia and its completion in 1893 made it a major eastern East-West carrier with a main line from Norfolk to Columbus, Ohio. At the same time this road had acquired controlling interests in the Shenandoah Valley Railroad, giving it a northern outlet at Hagerstown, Md. But the road still had need for more balanced service north and south. It had no southern terminus except at Bristol in the far west of Virginia. Within less than a year it acquired two such outlets by leasing the Lynchburg and Durham Railroad and the Roanoke and Southern Railroad from Roanoke to Winston-Salem.

The Lynchburg and Durham had been organized in 1887 as a successor to three other never-built roads: the Lynchburg, Halifax and North Carolina Railroad, a projected narrow gauge line which made surveys; the Durham and Roxboro Railroad and the Roxboro Railroad, neither of which even made surveys. Work was started on the line later in 1887 and completed three years later to the day, September 12, 1890. The first link from Lynchburg to Rustburg was completed in 1888, the second to South Boston in 1889 and the road reached Durham the next year. As of March 1, 1893, this road was leased for a period of 999 years by the N & W which also acquired about 2½ miles of Belt Line in Durham which had been constructed

to various industrial plants by Broadie L. Duke. This road was built largely by Durham and Lynchburg industrial leaders. The entire line is 114 miles long with about 43½ miles in North Carolina.

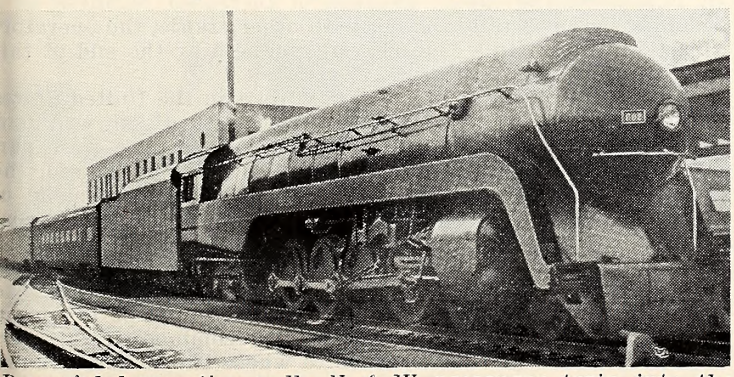
Records reveal that in 1891 the road was capitalized at $1,933,400 and had outstanding bonds slightly in excess of $2,000,000. The railroad and necessary equipment cost almost $4,000,000. The first full year of operation in 1891 showed a deficit of about $8,500. At that time W. C. Houston, Jr., Philadelphia, was president with Peter J. Otey, Lynchburg, and Julian S. Carr, Durham, vice-presidents. Other officials lived in Philadelphia and Lynchburg. Among the directors five were in Philadelphia, seven in Lynchburg and two in South Boston. The Durham directors were Julian S. Carr, George W. Watts, L. A. Carr and J. A. Long of Roxboro.

The Roanoke and Southern Railroad of Virginia was organized in 1886 and the Roanoke and Southern of North Carolina was organized early in 1887. In June of that year they were consolidated but very little work was done that year in either state. Ambitious plans were to build a road from Roanoke through 13 North Carolina counties and into South Carolina. The road was built and equipped by the Virginia and North Carolina Construction Co.

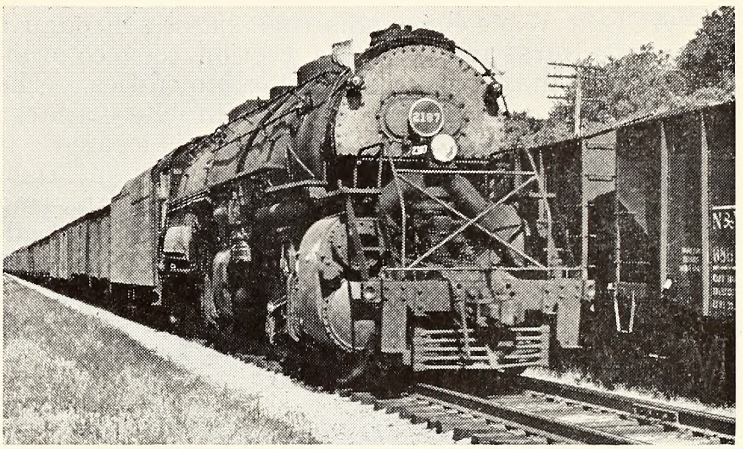
The line was opened from Winston-Salem to Martinsville in May, 1891, and was extended on to Roanoke in 1892. It operated only a few weeks when it was leased March 16, 1892, to N & W for 999 years. A report in 1891 showed that the road, then constructed from Martinsville to Winston-Salem with 46 miles in North Carolina and 14 miles in Virginia, was capitalized at $2,376,450, that part of the road cost $924,924 and mortgage bonds at that time amounted to $871,000. The operating surplus for the year ending June 30, 1891, was about $25,000.

Officials of the Roanoke and Southern at that time included H. S. Trout, Roanoke, president; J. W. Fries, first vice-president; C. H. Fogle, treasurer; R. D. Lankford, auditor; F. H. Fries, general manager; A. Onderdunk, chief engineer, and George W. Maslin, general superintendent, freight and passenger agent. All of these officers, except the president, lived in Winston and Salem (the towns not then consolidated). The directors included four in Roanoke, four in Martinsville and J. O. Coan, Ridgeway, N. C.; F. J. Stone, Stoneville, and C. H. Fogle, James A. Gray, J. E. Gilmer, George W. Hinshaw and J. W. Alspaugh, all of Winston-Salem.

The Virginia-Carolina Railway, the third N & W line into North Carolina, winds from Abingdon, Va., 56 miles to West Jefferson through some of the wildest and most picturesque country to be seen in the eastern United States. The daily mixed train at White Top, Va., a mile or so from the Carolina line, reaches the highest point attained by any passenger train east of the Rockies. The altitude at Track Side is 3,565 feet and the slopes rise up to peaks well over a mile high just north of White Top. About 22 miles of the line is in North Carolina making its way down a deep gorge. When construction funds gave out, the line was still a few miles short of Jefferson, the Ashe County seat. At the end of the line West Jefferson grew up, now a thriving mountain community.



Powerful locomotive pulls N & W passenger train into the station at Winston-Salem.



Heavy Norfolk and Western freight trains operate into three North Carolina communities.

Originally, this road was organized as the Abingdon Coal and Iron Co. in the early 1890s also with extensive plans, most of which never materialized. Reorganized as the Virginia and Carolina Railway, it reached Damascus, Va., early in 1900 and hauled heavy loads of virgin timber and extracts. The line was gradually extended as lumber operations expanded. It now serves the small industrial towns of Damascus, Lansing, Warrensville and West Jefferson with daily freight, passenger, mail and express service. The line actually came under control of N & W late in 1905 but continued to operate as the Virginia-Carolina Railway until mid-1919.

WINSTON-SALEM SOUTHBOUND

The Winston-Salem Southbound, owned jointly and equally by the N & W and ACL, was chartered early in 1905 and the line was completed from Winston-Salem to Wadesboro, 95 miles, in 1911.

The company was organized by a group of Winston-Salem industrial and commercial leaders and bankers and Col. Francis H. Fries was its first president, serving until 1907. His brother, Henry E. Fries, was elected president and general manager at that time and served continuously until his death, March 3, 1949, while sitting at his desk in the railroad office in the Reynolds Building, Winston-Salem. Mr. Fries was 91 years old when he died. C. McD. Davis, president of the ACL, was elected president of the road following Mr. Fries' death. R. L. Smith, Roanoke, Va., is vice-president and S. D. Hurst, Jr., Wilmington, is secretary. Most of the other officers live in Wilmington except three who are stationed in Winston-Salem. They are G. A. Heinz, assistant secretary; C. W. Russell, general superintendent, and J. H. Swaim, traffic manager. Craige & Craige, Winston-Salem, are general attorneys.

In addition to serving as a connecting north and south link between the N & W, in Winston-Salem and

the ACL at Wadesboro, this road passes through a fine agricultural and industrial section, tobacco products being one of its principal commodities. The road also has a connection with Badin where a large plant of the Aluminum Co. of America is located. It connects with the High Point, Thomasville and Denton Railroad at High Rock, in addition to crossing the Southern at Lexington, connecting with the Yadkin Railroad at Whitney, Albemarle and Norwood, where it also crosses the Southern and crosses th Seaboard Air Line at Wadesboro.

The road is capitalized at $3,000,000 with $1,245 000 issued. It had outstanding mortgage debt at th end of 1952 of $5,000,000 in first mortgage four pe cent bonds. The unappropriated earned surplus a the end of 1952 exceeded $265,000 while net revenu from railway operations at the end of that year ex ceeded $290,000. (Mr. Hurst, sec., died Dec. 21, 1953.

Many Independent Short Line Railroads in North Carolina

ATLANTIC & EAST CAROLINA RAILWAY CO.
Kinston

Atlantic & East Carolina Railway Co., Kinston, is a corporation which on September 1, 1939, leased the old Atlantic & North Carolina Railroad line of 95 miles from Goldsboro to Morehead City. This line completed and opened in 1858 and known as the "Mullet Line" has had many ups and downs, but under the new administration and designated as the "Tobacco Belt Route," it has been operated satisfactorily and successfully during the past 14 years.

The Atlantic & North Carolina Railroad Co. was chartered in 1853 by the same General Assembly which chartered the North Carolina Railroad, Goldsboro to Charlotte, and the Western North Carolina Railroad from Salisbury to Asheville and on to the Tennessee line with a branch from Asheville to Murphy. The purpose was to connect the Atlantic Ocean at Beaufort Harbor with lines at the Tennessee State line, with roads pushing on westward from that point. The A & NC Road was to go from Beaufort Harbor to Goldsboro by way of New Bern and Kinston to connect with the North Carolina Railroad. Tapping the earlier Wilmington and Weldon Railroad at Goldsboro, it was opened for the entire line in 1858. Cost of construction and equipment was more than $2,000,000. The company was capitalized at $900,000.

For many years the A & NC road operated, losing money more of the time than it earned dividends. After operation by various individuals and agencies the road was leased to the Norfolk Southern Railway Co. in 1905 for a period of 99 years. About two years later the Norfolk Southern built the 3.17 mile track, about half of it on a bridge across the Newport River, to Beaufort. In 1935 Governor Ehringhaus arranged for cancellation of this lease after 30 years of operation by the Norfolk Southern on the ground that the roadbed, equipment, buildings and other properties were not being maintained and kept in good condition as was required in the lease.

The State took over the road and arranged for H. P. Crowell a railroad man from Maine, to head the organization as president and general manager. Offices were established at Morehead City with the idea that port development would help increase traffic on the road. Still the A & NC was not making money. Four years later Governor Hoey was seeking to lease the road to other railroads or to individual operators.

Harry P. Edwards, native of Sanford, who in the younger days was superintendent and later succeeded his father, W. J. Edwards, as general manager of the Atlantic & Western Railway Co., Sanford, later operating a railroad in Florida, and his brother-in-law, Ed R. Buchan, native of Manley, in Moore County, and for 20 years a banker in Sanford, decided to organize a company and seek the lease. They formed the Atlantic & East Carolina Railway Co. and the lease was arranged.

The new company agreed to pay a minimum of $60,500 a year and additional amounts based on a percentage of the road's earnings. When the road was taken over, the roadbed, rolling stock, stations and other equipment were in a deplorable condition. Crossties were rotten and loose spikes had been pulled out along the road. War had broken out in Europe and conditions generally for successful operation were poor indeed. The two chief operators admit that between them they had practically no money. They raised $25,000 to put up as a bond. Rent was due quarterly. They borrowed money sufficient to pay the quarterly installment due. When the third quarter's rent became due, they were again forced to raise $10,000 to provide sufficient funds for this installment.

On top of this, in the fall of 1940, the warehouses in North Carolina were ordered closed because of the low prices being paid for the crops—and tobacco was the chief commodity by this road. When the tobacco markets were open again, the business from this commodity proved sufficient to tide th road over temporarily, but conditions were still gloomy.

By 1941 the defense program was getting well under wa Camp Lejeune was started soon after and this improved bus ness somewhat. Soon afterward work began at Cherry Poin August 1, 1941. That was the shot in the arm that the roa needed and has since pumped much life blood into its systen

During the war period the new operators continued passe ger services with five trains at times out of Cherry Point daily In this period special trains were operated over the week-end to haul Marines in and out of Cherry Point. This continue for five or six months and since it was not a paying propositio as only 25 to 50 passengers were hauled daily, this specia service was suspended. Passenger service, with one roun trip daily from Goldsboro to Morehead City, was continue until the end of 1949. At that time, too, the Post Office De partment took away contracts for hauling the mails by nun bers of small short lines, among them this road. No passenge trains have been operated over the road since the end of 194

Because of the deplorable condition of the roadbed and othe equipment, the State of North Carolina, owning 72% of th stock of the railroad, through the directors of the A & NC, pu up $200,000 in 1941 to buy crossties and as construction a Cherry Point got underway, heavier rails were laid. Becaus still more funds were needed the State provided another $200 000 and the Navy supplied $440,000 for the Marine Corps while the railroad itself supplied about $160,000 for rebuildin the road entirely in 1943-44. Thus a total of approximatel $1,000,000 was spent in putting the road into good shape. I 1949 the railroad company repaid the State the $400,000 it ha advanced and recently the balance of the $440,000 advance by the Navy was repaid.

Further indication of the successful operation of the road i shown in the fact that the railroad company not only paid th minimum of $60,500 to the directors of the A & NC, but the per centage has been sufficient to produce a gross income of mor than $500,000 since the operating company started in 1939. I spite of the bad year or two at the beginning the operator paid the A & NC $170,000 in one big year. As a result o bonds, interests, rent and other expenditures had been paid an the State had wiped out its indebtedness from the railroa operation.

When the State Port Bill Bond Issue of $7,500,000 was au thorized by the General Assembly in 1951, that same Genera Assembly provided $500,000 to finish laying heavy rails o part of the A. & N.C. track, to buy two diesel engines and t reconstruct a river bridge. Since that time the operators hav repaid $200,000 of this amount to the State, still owing $300,000 Thus, the railroad operators have spent a gross of $1,500,00 in improving the road. Because of increased business as a result of port operations along with other traffic, the operator hope to wipe out this $300,000 indebtedness by the end of thi calendar year.

The A & EC Railway was the first road in the United State to become completely dieselized. The first diesel was pur chased in 1940 and later two small diesel electrics were pur chased. Still later two big road diesels were purchased, the road now owning four road diesel engines, each capable o handling 100 cars on the level tracks of the road. The old coa burning engines, which had been operated day and night hauling sand, gravel and other heavy products, were sold as scrap. In addition the railroad owns four switchers and 25 to 30 boxcars and gondolas. Since tobacco is one of the main products, freight cars for this and other commodities are fur nished by the larger railroads on to whose tracks the cars are shifted to go to their destinations. Exchanges of cars are made with the Southern, the ACL and the Norfolk Southern

railroads.

The A & EC Railway Co. has an authorized capital of $100,000 with $30,000 paid in. Principal officers of the firm are H. P. Edwards, New Bern, chairman of the board; Ed. R. Buchan, Kinston, president, and Mrs. Patty C. Buchan, his wife, secretary. Cecil Moore is traffic manager, L. O. Todd, general auditor and treasurer, and R. F. Maxwell, Sr., is general freight agent.

Principal officers of the operating company laugh with their friends as they recount their beginning in railroad operation in 1939 on the proverbial shoestring. They are happy that the day and night work they and their associates have performed along with the fine cooperation given them by the State of North Carolina, the Navy and the people of Kinston, where the headquarters is located, have resulted in a very successful venture. Mr. Buchan gives credit to Mr. Edwards as the railroad man while he, as a banker until 1924 and interested in coal mining, lumbering and other projects since, knew nothing but has learned much about railroading in the past 14 years.

The Marine Corps is now engaged in building a 30-mile railroad line from Cherry Point to Camp Lejeune. This, the efficers feel, will be of additional help to the A & EC Railway Co. It is possible that when the line is finished it will be leased to and operated by the A & EC Railway Co.

Note—Recent negotiations indicate the possibility that the Southern Railway may acquire a lease on the Goldsboro to Morehead City line, owned by the Atlantic and North Carolina Railroad Co. and operated under lease by the Atlantic and East Carolina Railway Co.

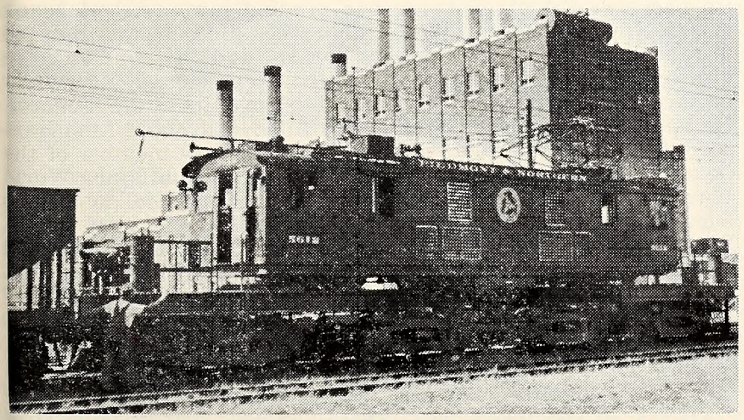
PIEDMONT AND NORTHERN RAILWAY
Charlotte

The Piedmont and Northern Railway, Charlotte, had its beginning in 1910 in the organization by J. B. Duke and associates of the Piedmont Traction Co., formed to build an interurban electric railroad line between Charlotte and Gastonia to tie in with the street railway systems of the two cities. Construction began in 1911 and the first electric train was operated between the two cities in April, 1912. Passenger service was inaugurated July 4, 1912. A branch line was extended from Belmont Junction to Belmont, a distance of 3.19 miles in 1916, giving total tracks of 26.9 miles.

Also in 1910 a charter was secured for the Greenville, Spartanburg and Anderson Railway in South Carolina. An electric line from Belton to Anderson, already in operation, was purchased. The section of road from Greenville to Greenwood was finished in 1912 and the Greenville to Spartanburg section was completed in 1914, making a total of 101 miles in South Carolina. The two separate sections in the two states were consolidated in 1914 into the Piedmont and Northern.

At the end of 1953 Piedmont and Northern had $10,000,000 in capital stock issued, with $8,584,500 outstanding and had a corporate surplus of $8,110,000 with a credit balance of $7,894,000. The company has 900 stockholders and employs 620 workers, about 400 of whom are located in North Carolina. In 1952 this short line handled 106,000 carloads of freight.

As indicated, the Piedmont and Northern is a particularly successful short line railroad, a condition which has existed since its beginning. It maintains valuable exchange arrangements with other railroads entering Charlotte and Gastonia with a very favorable short haul division of freight revenue.



Piedmont and Northern was the only railroad operated in N. C. by electric locomotive. This locomotive, with Duke Power Co. generator near Mount Holly in background, gave way to a diesel as 1953 ended.

Not content with the business that existed, officials of this railroad have been very active in promoting industries along its line. Particularly successful have been the efforts to develop a section of 121 acres on the Thrift and Tuckaseegee roads near Charlotte. This has been a well-ordered development with railroad tracks, streets, water, sewage and building alignments. It now contains 45 manufacturing and distribution firms. With the West Morehead Street development this has become one of the most concentrated business and industry sections in the State. Naturally Piedmont and Northern realizes splendid business in hauling for these industries.

Piedmont and Northern has the distinction of being the only electric powered full-sized railroad in North Carolina. It has used electric current supplied by Duke Power Co. from the beginning; however, the South Carolina Division has already shifted to diesel locomotives and plans are to shift from electric to diesel power on the North Carolina Division in 1954. Passenger service was discontinued in 1951. The last electric street railway service disappeared in North Carolina in 1949, when Gastonia abandoned street car services.

Piedmont and Northern's general offices are located in the Power Building, Charlotte, and the downtown freight station and terminal building is located on Mint Street. Principal products handled are grain and grain products, packing house products, fruits and vegetables, coal and coke, building material, cotton and waste, textile products, sand and stone, automobiles, gasoline and oil, fertilizer, machinery and merchandise.

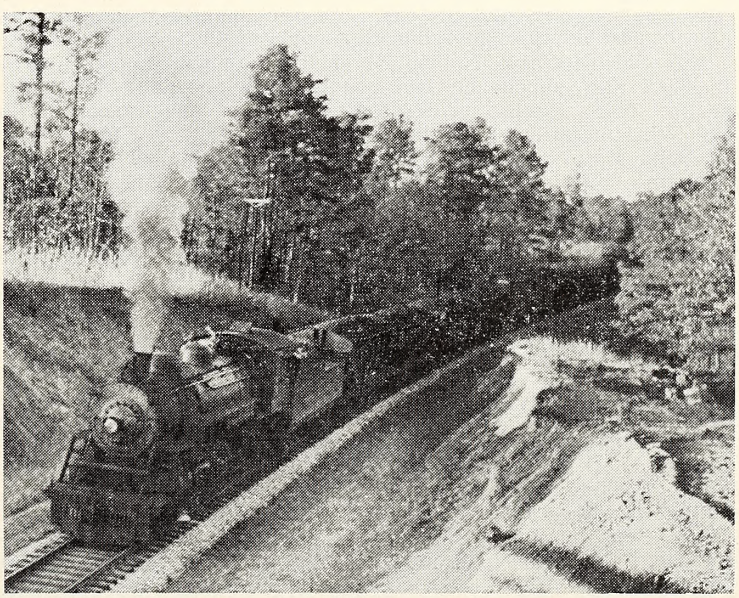
Officers of the corporation are W. I. Rankin, president; George G. Allen, N. Y., and Norman A. Cocke, vice-presidents; L. R. Lawson, vice-president and traffic manager; J. C. McGowan, secretary; C. L. Taylor, treasurer and general auditor; W. C. Parker and R. S. Hutchison, assistant secretaries. Members of the board of directors are J. W. Arrington, Jr., William H. Beattie, F. J. Blythe, Norman A. Cocke, Frank Dowd, R. G. Emery, A. G. Furman, Jr., Ben E. Geer, L. O. Hammett, C. E. Hatch, C. B. Hayes, R. E. Henry, Allen F. Johnson, W. P. Ligon, W. S. Montgomery, A. G. Myers, C. B. Nichols, Roger C. Peace, C. C. Pearce, Jr., W. I. Rankin, W. S. O'B. Robinson, Jr., J. C. Self, J. C. Self, Jr., H. R. Stephenson and T. Frank Watkins.

DURHAM AND SOUTHERN RAILWAY
Durham

The Durham and Southern Railway was organized in 1904 by Benjamin N. Duke, James B. Duke and associates. The next year this road purchased the Cape Fear and Northern Railroad, about 36 miles long, already operating from Apex to Dunn via Varina, largely as a lumber road.

Two additions were made to this line. A 20-mile section was built from Durham to Apex and a two-mile extension was built from Wye, near Dunn, to Erwin where Mr. Duke erected a large plant of the Erwin Mills of Durham. The roadbed of the original line was greatly improved and new equipment added.

Early locomotives were wood-burners, the road shifting on to coal-burners, and now diesel power will soon be substituted.



This is a freight train operated between Durham and Dunn-Erwin by the Durham and Southern.

In its early days this road handled large quantities of tobacco, cotton and lumber products. It continues to handle large quantities of tobacco as well as lumber, coal and coke, farm products and sand, gravel and stones for which Wake and parts of Harnett County are famous. Last year Durham and Southern handled 26,254 carloads of freight. In Durham the road connects with the Seaboard, Norfolk and Western and Southern; at Apex it connects again with the Seaboard; at Varina it crosses the Norfolk Southern and at Dunn it connects with the ACL.

Recently Nello L. Teer, Durham, head of a large highway construction firm, and Charles S. Jones, president of the First Securities Corporation of Durham, bought the majority of the stock of the Durham and Southern from members of the Duke family.

Durham and Southern has issued capital stock of $1,250,000. At the end of 1952 it had a corporate surplus of $1,484,800, with total assets of $3,260,500. At the same time it had total property investment of $2,360,800. Gross operating revenues in 1952 amounted to $867,889, resulting in net income, after expenses, of $95,605. An average of 54 workers is employed.

Under joint management with the Piedmont and Northern, the Durham and Southern has some of the same officials, most of them in Charlotte. W. I. Rankin is president; Charles F. Jones, vice-president and secretary; L. R. Lawson, vice-president and traffic manager; C. L. Taylor, treasurer and general auditor, and E. J. Funderburk, asistant secretary. Directors are H. S. Boyce, M. A. Briggs, J. F. Burnham, F. J. Daniels, George Watts Hill, J. C. Hundley, Charles F. Jones, W. C. Parker, William H. Ruffin, Nello L. Teer, Jr., C. W. Tilson and W. I. Rankin.

HIGH POINT, THOMASVILLE & DENTON RAILROAD CO.
High Point

High Point, Thomasville and Denton Railroad Co., High Point, was organized in 1923 for three specific purposes: to take over a bankrupt railroad operating from High Point to High Rock, to give industry along this line a satisfactory transportation service and to provide competition for the Southern Railway. With a Kirkman at the helm for the 30 years since this railroad, only 34 miles long, has achieved its three aims and developed into one of the most succesful short line roads in the State, with an annual gross income exceeding half a million dollars.

This railroad actually had its beginning before the turn of the century when Captain Milt Jones, Thomasville, established a two mile line to haul ore from his mine at Glenn Anna to Thomasville. The first rails were said to have been split saplings. This road operated as the Thomasville and Glenn Anna Railroad for a few years and was further developed by the North Carolina Mining and Development Co., chartered in 1903, and its name changed to the Carolina, Glenn Anna and Pee Dee Railway and Development Co. in 1905. In 1907 Dee Allen and associates bought Captain Jones' railroad which had been extended from Thomasville to Denton, 21 miles. This new company, reorganized as the Carolina Valley Railway Co., took over the railroad in 1909. For a short time the road was also owned by the Piedmont Railway Co.

The Carolina and Yadkin River Railway Co. was organized in 1912 and purchased the road. This company built the section from Denton to High Rock where it connected with the Winston-Salem Southbound Railway and the Thomasville to High Point section. The cost was around $800,000. The line was completed with through service from High Point to High Rock in 1914 although the Thomasville-Denton stretch of road was not in good condition. This company operated the road until 1922 when a receiver was appointed and the road was ordered sold in 1923.

At that time O. A. Kirkman, Sr., became interested in preserving and operating this railroad to the extent of investing $10,000 in its stocks. He secured the backing of J. Ed Millis, M. J. Wrenn and other leaders living in the area the road served. A meeting was held and the High Point, Thomasville and Denton Railroad Co. was organized. Mr. Kirkman was named secretary-treasurer and become general manager of the road. Other officers elected were C. F. Tomlinson, High Point, President; R. B. Terry, High Point, vice-president, and additional directors were J. Ed Millis, High Point; B. I. Harrison, Denton; T. J. Finch, Thomasville, later succeeded by his son, T. Austin Finch, and also later J. C. Siceloff was added to the board. Still later Charles F. Lambeth, Thomasville, became a director.

The railroad was purchased at the receiver sale for $125,000. Indicating the interest of the people along the road, 200 subscribed to stock in the new organization.

Mr. Kirkman, with unusual ability and energy, set about rehabilitating the road and soon had it operating on a paying basis. He gathered around him an able staff which included J. F. Cannon, controller; I. Bunn Dunn and Fred J. Flagler, traffic, and W. B. Varner, general superintendent and general mechanic. Mr. Kirkman continued operation of the road until his death as the result of an automobile accident in 1930 when his son, O. Arthur Kirkman succeeded him. C. F. Tomlinson continued as president until 1943 when he died while presiding over a meeting of the board of directors of this railroad. He was succeeded as president by J. Ed Millis, who had been a member of the board of directors from the beginning.

In the rehabilitation process Mr. Kirkman leased locomotives from the Norfolk & Western Railroad and then purchased several ondhand locomotives. In 1929 he purchased the first new steam locomotive owned by the road and 25 new boxcars. Then in 1938 the road purchased two large steam locomotives. These with two steam switchers, handled the business of the road until 1944 when a 44-ton diesel was purchased for switching purposes. In 1948 the road became completely dieselized with the purchase of three 70-ton diesel units.

Soon after the High Point, Thomasville and Denton Railroad Co. was organized, in 1924, only eight industries were in operation along this line. A big industrial development started soon afterward and by 1946 industries served had reached 96. At present the railroad serves 136 industries, many of them large including furniture, hosiery, textiles and a variety of other activities. The railroad now handles an average of 10,350 cars or an average of around 335,000 tons of freight annually. Among the incoming products are wheat, corn, oats and other grains for mills along the line, baled cotton, fruits and produce, packing house products, coal, sand, gravel, cement, stone and other building materials; veneer logs, veneers and lumber; petroleum, liquid gases and chemicals. Outgoing the road hauls furniture, crating, veneer and plywood, brick, paper products, scrap paper and rags, textiles, including hosiery, trucks and bodies, scrap iron, wooden and fiber containers, and numerous other items produced along its line.

High Point, Thomasville and Denton Railroad Co. is capitalized at $218,000 and is one of the few railroads that has no indebtedness. It employs about 100 workers and has an annual payroll of around $275,000. During most of the 30 years it has paid satisfactory dividends to its numerous stockholders. During most of this period its fortunes have followed very closely the national index of financial conditions. Through its efforts to maintain competition for the Southern Railway it has direct connection with the Winston-Salem Southbound Railway at High Rock and through it to the Atlantic Coast Line, Norfolk and Western and Seaboard railroads. It also maintains interchange arrangements with the Southern Railway.

Present officers of this railroad are J. Ed Millis. High Point, president; Doak Finch, Thomasville, vice-president; O. Arthur Kirkman, executive vice-president, secretary-treasurer and general manager since 1930; J. B. Lovelace, assistant secretary and general counsel; R. G. Calicutt, comptroller and purchasing agent, and L. B. Dutton, general superintendent. Present directors, in addition to Mr. Millis, Mr. Finch and Mr. Kirkman, are J. C. Siceloff, W. T. Powell and Baxter Carter.

Mr. Kirkman did not start in the footsteps of his father. He had traveled extensively, had studied law and had begun practice in High Point. When his father died, he was induced to take up where his father had left off and the confidence in him has been amply justified. He has represented his county in the general assembly twice and is now its State Senator. He is a member of the board of the American Short Line Railroad Association and has served as an industry member of the Government Railroad Advisory Board during and since World War II. During that recent conflict he was sent to Puerto Rico to direct and revise an important railroad in that island. Previously he was vice-chairman of the Short Line Railroad Association in North Carolina and when that body was reorganized as the North Carolina Railroad Association, January 1, 1952, he became and continues as vice-chairman of its executive committee. Mr. Kirkman continues as an active member and official of numbers of civic, welfare, religious, educational and other local and state-wide organizations.

ABERDEEN & ROCKFISH RAILROAD CO.
Aberdeen

The Aberdeen & Rockfish Railroad Co., operating a line 45 miles long from Aberdeen (formerly Blue's Crossing) to Fay-

etteville, is probably the most publicized railroad in the entire country; at least to the extent that the Interstate Commerce Commission can publicize a railroad. Because it is No. 1 in the alphabetical list of railroads in the United States, all ICC orders, rules, regulations, letters or other mail addressed to all of the railroads start out with "Aberdeen & Rockfish Railroad Co., et al".

This railroad was organized and incorporated in 1892 by John Blue of Aberdeen as a lumber road, built from Aberdeen nine miles southeastward to a lumber camp. As the timber around the end of the line was cut down and hauled away, the road would be extended further into the woods for new timber. The road passed what is the present site of Raeford and was extended on to Rockfish from which it gets its name. From Rockfish it was extended to Oak Mills where it connected with ACL. In 1912 the road was extended the few miles from Rockfish to Fayetteville, thus changing it from private lumber road to a common carrier. About this time the part of the line from Rockfish to Hope Mills was abandoned. Also, about this time the road was changed from a narrow gauge to a standard gauge railroad. Later the road was extended two miles further to the Gulf Oil Terminal in Fayetteville.

At the beginning, Aberdeen & Rockfish used wood-burner locomotives. A few years later the road started using coal burners. Aberdeen & Rockfish, in 1931, bought motor trucks and collected and delivered freight to and from business places, a pioneer in this activity. The road now has three diesel engines, the first of which was purchased in 1947. The last diesel added in 1951 replaced six coal burning locomotives. Regular passenger service was abandoned in 1949, except for handling special troop trains in and out of Fort Bragg. At Skibo the road connects with the Cape Fear Railways which operates within and for a few miles outside of the Fort Bragg reservation. The freight business, provided as a result of the operations at Fort Bragg, adds measurably to the income of this railroad.

Plus its three diesels, Aberdeen & Rockfish owns two cabooses, one flat car and one tank car. In addition to its connection with the Cape Fear Railway, it has connections with the Seaboard Air Line and the Norfolk Southern at Aberdeen, the Laurinburg & Southern at Raeford, and the Atlantic Coast Line and Norfolk Southern at Fayetteville. Most of the freight is handled in cars belonging to these and other railroads. Normally the train makes one round trip daily, with extras whenever conditions require. It hauls tobacco, gasoline, feed, cement, slag, rayon, coal, sand, pulpwood and other items, much of it heading to or coming from Fort Bragg. In addition to the 45 miles between Aberdeen and Fayetteville, the road has eight or ten miles in yard trackage and sidings.

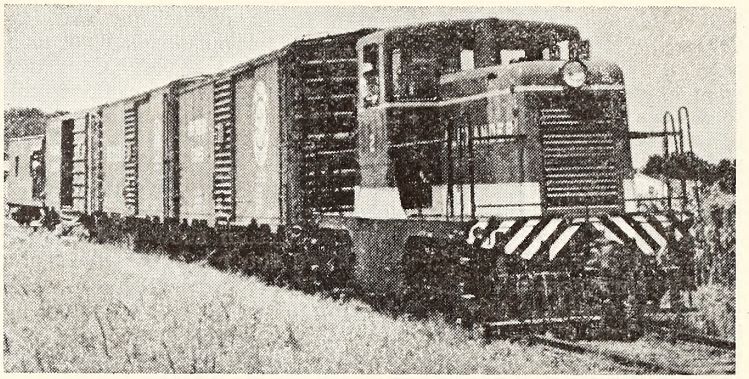
Aberdeen and Rockfish road and equipment have a valuation in the neighborhood of $1,000,000. The general offices and company shops are located at Aberdeen. Location of the road and the prompt and efficient service established by the personnel is responsible for the splendid success in operations.

John Blue, founder of the road, was succeeded as president around 1925 by his son, William A. Blue, who had been secretary of the road for many years. Henry Blue is vice-president and general manager and Miss Louise Blue is secretary. All of these are children of John Blue, the founder. J. A. Bryant is vice-president and treasurer; Forrest Lockey is vice-president and assistant to the president; G. F. Dempsey of Fayetteville, is vice-president in charge of traffic and J. H. Bishop of Aberdeen, is auditor and freight claim agent. Mr. Lockey, as 7th District commissioner, is a member of the N. C. State Highway and Public Works Commission.

ALEXANDER RAILROAD COMPANY
Taylorsville

Alexander Railroad Co., Taylorsville, operates 18.59 miles of road from Taylorsville to Statesville—a line formerly owned and operated by the Southern Railway but now belonging to 70 stockholders, practically all of Alexander County. Formerly known as "The June Bug Line" the train now is designated as "The Apple Blossom Special", going south, but on the return trip north it is called "The Apple Brandy Special"—line forms to the right.

This railroad line was built in 1876 as the Statesville & Western Railroad. It was promoted by Statesville and Taylorsville residents, among whom was Romulus Z. Linney, Taylorsville, known around the turn of the century as "The Bull of the Brushies". Prior to that period two men, Hidden and Knight, had discovered a precious stone of the emerald type which they named "Hiddenite" and mined for a number



This diesel electric hauls the freight trains on the Alexander Railroad between Statesville and Taylorsville.

of years. These operations were in the vicinity of the present town of Hiddenite. Judge Linney is credited with remarking while promoting the building of the railroad that a june bug could carry away enough dust on its wings from the precious hiddenite to build the railroad. That is how it became "The June Bug Line". After operation for about 12 years the road was leased in 1888 to the Richmond & Danville Railroad which became the nucleus of the Southern Railway. The Southern took over the lease in 1894 and purchased the road in 1895.

"The June Bug Line" began losing money and the Southern petitioned the Interstate Commerce Commission in 1945 for permission to abandon the road. It was then that the Alexander County citizens bestirred themselves, organized the company and raised $50,350, the junk price of the equipment, and purchased the road. The ICC extended the time 30 days to enable the local people to raise sufficient funds to make the purchase.

In its earlier days "The June Bug Line" made two round trips daily between Taylorsville and Statesville with both freight and passenger trains. Passenger service was abandoned about the time the Southern sought to abandon the line. A colorful figure during the period of Southern Railway operation was Capt. Hugh Lindsay, station agent at Taylorsville for 20 years or more until the time of his last illness.

Local citizens had a hard time raising sufficient funds to purchase this road even at junk prices. They recall that J. W. Abernethy, of Newton, a stock and bond broker, had made money out of Taylorsville and Alexander County people through handling local bonds. They appealed to him. He not only subscribed to $10,000 worth of stock, but also secured additional stock subscriptions from his industrial friends, thus supplying the required amount. They honored Mr. Abernethy by electing him president of the Alexander Railroad Co.

But more money was needed to buy rolling stock and other equipment and to improve the roadbed. The company raised $50,000 for this purpose. For a time the company rented a locomotive from the Southern Railway and opened up for operation again in February, 1946. The road then purchased a 45-ton diesel locomotive from a shipyard in Washington for $13,000. This was not satisfactory, so in July of that year officials purchased a new 44-ton diesel locomotive which is still in use. The caboose has been fixed up for hauling express and formerly mail from the start of operations in 1946 until about two years ago when the mail contract was lost. The train now making one trip daily is made up of the locomotive, the caboose and five to ten freight cars belonging to larger connecting railroads. The Southern Railway takes over and delivers freight shipments at Empire, near the edge of the Statesville city limits.

Headquarters for the Alexander Railroad Co. are located in the formerly combined freight and passenger station at Taylorsville. The road has three other stations located at Hiddenite, Stony Point and Empire.

At Empire the railroad had an interesting experience. It leased a site on which the Empire Mills built a plant and created the Station of Empire. Every time the Alexander Railroad hauls a car from Empire to the Southern's track, a quarter of a mile away, or takes over and hauls a car to this mill, the little railroad receives a road haul fee to this designated Empire Station.

When the Alexander Railroad Co. was organized and purchased the road, one important problem was to find someone to operate the line. Finally Lawrence P. Zachary was selected. Mr. Zachary, native of Durham and reared in Cooleemee, N. C., where his father was general manager of the Erwin Mills,

had become a traveling salesman for a publishing firm at Chicago. He had developed a splendid business and hesitated to give up a much larger income to take the $5,000 salary the road could pay. He not only took the job as secretary and treasurer and general manager but invested more than $13,000 of his own money in the enterprise. He now owns 13% of the stock. He had trouble recruiting a staff of helpers, most of whom were like him—knew nothing about the operation of a railroad.

Finally, however, a train crew, a section crew and agents were trained and have since operated the road satisfactorily. Mr. Zachary can perform any function required on his railroad from engineer to freight handler. About three years ago his son, Samuel J. Zachary, trained as an electrical engineer, was brought into the firm and made a railroad engineer with the additional title of assistant secretary-treasurer.

The Alexander Railroad Co. employs normally 11 people with an annual payroll of around $30,000. The value of plant and equipment is placed at approximately $125,000. The railroad now has a gross income of $60,000 to $70,000 annually. During the seven years of operation the road has paid dividends ranging from 3% to 4% annually—a very satisfactory rate on the investment.

Last year the road had its worst accident. Engineer Sam Zachary was operating the train on March 27, 1952, when he ran into a switch that apparently had been tampered with. The engine turned over and was badly damaged, in addition to damaging a sizeable section of the roadbed. The Southern Raliway, which has served as the big brother to the little line, sent a wrecking crew, carried the damaged engine to its repair shop and rented a locomotive to the short line while repairs were being made. The damage amounted to $21,000, a large part of which was covered by insurance.

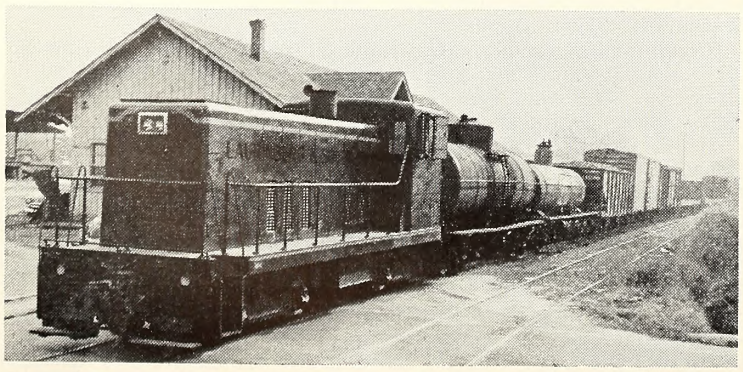
Officers elected by the directors who had been elected by the 80 stockholders were and are J. W. Abernethy, Newton, president; C. K. Sherrill, Scott Stamey and Hugh G. Mitcheli, vice-presidents; L. P. Zachary, secretary-treasurer and general manager. Three years ago S. J. Zachary was added as engineer and assistant secretary-treasurer.

LAURINBURG AND SOUTHERN RAILROAD CO.
Laurinburg

Laurinburg and Southern Railroad Co., operating from Johns via Laurinburg and Wagram to Raeford, known as the McNair Railroad, was organized in March 1909 by John F. McNair, James A. Jones, John Blue, and A. A. James. Mr. McNair served as president until his death and Mr. Jones was the first secretary.

The first line built by this company was from Wagram to Johns, a distance of 18 miles. N. G. Wade built the road and D. M. Flynn was an early official. The Blues of the Aberdeen and Rockfish Railroad had built the road from Raeford to Wagram previously. Around November, 1921, they sold this road to the Laurinburg & Southern giving a total of 30 miles of line with six or seven miles of sidings.

When the Laurinburg and Southern line had been completed, it had paid-in capital of $50,000 and borrowed $119,000 by the sale of bonds to handle the finances of the organization. The first locomotive was a second-hand steam locomotive purchased from the Atlantic Coast Line. At one time the road owned four steam locomotives. July 4, 1946 a 44-ton diesel locomotive was put in service. Now the road owns two 70-ton diesels, a caboose, and a flat car for local use only. Freight cars handled are those of connecting and outside railroads. For a time the railroad operated passenger coaches and then operated a mixed train with one passenger coach.



One of the two diesel locomotives operated by the Laurinburg and Southern Railway.

November, 1923, a combination passenger, mail and express motor car was purchased. This was operated on the railroad until July 3, 1928, when a bus was placed in operation on the highway to perform the same services. Under N. C. State Law a bus on the highway must have liability insurance on the passengers. The premiums on this insurance exceeded the fares collected, so in 1932 the passenger service was discontinued, the bus was sold and the mail and express carried by truck. This has now been discontinued and the road is operated in freight service only. The road handles about 350 to 400 cars a month.

The Laurinburg and Southern has been on an annual dividend basis from the beginning, probably paying an average of 6% or more through its period of operation. For several years it has had no bonded indebtedness. The road has about 25 employees with an annual payroll of approximately $70,000 a year. Among the principal commodities handled are farm products, cotton, cotton seed, melons, lumber, fertilizer and textile products.

James L. McNair became president of the road about 25 years ago, following the death of his father, John F. McNair. C. E. Beman is secretary and treasurer. The board of directors is composed of these officials and Edwin Pate, Halbert McN. Jones, John F. McNair, Jr., and E. H. Evans.

Old timers report that in the early days of operation the Laurinburg and Southern handled up to 50 carloads of melons a day, largely cantaloupes, but with a few cars of watermelons. During the season the road would handle as many as 1,800 cars of melons.

ATLANTIC & WESTERN RAILWAY CO.
Sanford

Atlantic & Western Railway Co. was organized in July 1903, by several Sanford citizens of whom W. J. Edwards was chief promoter. Its name at that time was Atlantic & Western Railroad Co. and Mr. Edwards was president and general manager. His son, Harry P. Edwards, now chairman of the board and general manager of the Atlantic & East Carolina Railroad Co., was superintendent, later becoming general manager and traffic manager. L. P. Hatch was treasurer.

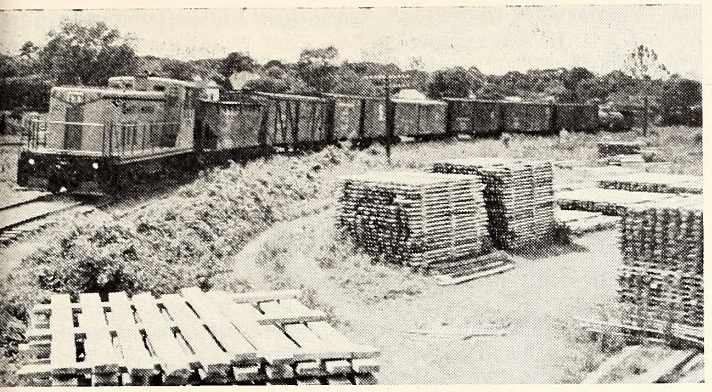
The line now extends from Sanford to Lillington, a distance of 24 miles, and is owned almost entirely by Emery T. Ussery, general manager and secretary, and Warren R. Williams, vice-president and general counsel.

One of the first steps of the company was to issue $15,000 in common stock and $20,000 in first mortgage bonds, proceeds of which were used to build two miles of track from Sanford to Jonesboro, now the Jonesboro Heights section of Sanford. This short line was finished and put in operation in 1903. Two years later the common stock was increased to $53,400 and $100,000 in first mortgage bonds were issued and sold to extend the line to Broadway, a distance of 6.18 miles. This section was completed and put in operation with additional equipment in July, 1905. Soon afterward John Winder, Raleigh, was elected president; H. P. Edwards was general manager and traffic manager, and F. C. Hatton of Roanoke, Va., was secretary and treasurer.

A change in the ownership and management came in April, 1912, when the majority of the stocks and bonds were bought by H. C. Huffer, Jr., and a Mr. Middendorf of Middendorf, Williams & Co., of Baltimore, Md., and new officers and directors were elected. These included H. C. Huffer, Jr., son of a prominent Paris, France, banker (an American), president; B. W. Duer, vice-president, and William C. Cooke, secretary, both of Baltimore.

Soon afterward the company issued $300,000 in common stock and $300,000 in first mortgage bonds to complete and extend the road from Broadway to Lillington, a distance of 16 miles. This section was completed and put in operation with additional equipment, making the entire line 24 miles long, as it is today. These officers continued for several years and in 1919 N. A. Campbell, New York, succeeded Mr. Duer, deceased, as vice-president. Later L. P. Wilkins bought some of the securities and also became a vice-president. W. R. Sullivan of New York succeeded Mr. Cooke as secretary in 1920. Mr. Huffer continued as president until in the 1940s.

Meanwhile Emery T. Ussery, native of Montgomery County, N. C., had become station agent at Broadway in 1912 and was transferred to Lillington as agent in 1917. For two years he was with the ACL and other roads, returning to Sanford in 1919 as auditor of the A & W Railway Co. and in 1922 was made assistant general manager to H. P. Edwards. In 1926-27



esel locomotive of Atlantic and Western swings freight cars by lumber yards between Sanford and Lillington.

e railroad was sold under a deed of trust and the company as reorganized. In the years that followed Mr. Ussery and arren R. Williams acquired more and more of the stock and w own control. They, with A. H. McIver, form the board of rectors.

Since 1927 the road has made splendid progress. New industries have developed along the line, aiding the road's business and satisfactory profits have been realized. Up until 1950 e road operated coal-burning locomotives. At that time a w diesel locomotive costing $75,000, was purchased and three eam locomotives are to be sold for scrap. The road has no eight cars, using those of other railroads. At Sanford the e connects with the Seaboard, Southern and ACL; at Jonesro with the ACL, and at Lillington with the Norfolk Southn. This road has played an important part in the development of both Sanford and Lillington as well as the fine farmg area through which it passes. Plans are being made to rchase another diesel locomotive this year.

Passenger service was discontinued in 1950 and the road now ndles freight exclusively. The Atlantic & Western Railway . properties are valued at about $250,000, principal items of hich are $156,000 in roadbed and $90,000 in equipment. In dition to its 24 miles it has six miles of sidetrack. The road s from 25 to 30 employees with an annual payroll of around 0,000, practically all of which goes to workers in Sanford and llington and points between.

CAROLINA SOUTHERN RAILWAY CO.
Windsor

Carolina Southern Railway Co., operating a 22-mile road om Windsor to Ahoskie, is the last of the several names by hich this road has been known since it was first established years ago. The road has been operated over different routes, s had various owners and even though the terrain is level d low, many ups and downs have been experienced.

This railroad had its beginning in 1887 as the Cashie and banoke River Railroad, built as a logging road by Church, kman and Reives. It was then 30 miles long with narrow uge (3 foot) tracks. It then ran from the County Home area a Drew's Station to Lewiston. Soon afterward the line was rchased by the Branning Lumber Co. and the road was reilt from Wellington to Powellsville via Merry Hill and rrytown. In 1899 the capital was $90,000 and the officers ere J. W. Branning, Edenton, president; W. D. Pruden, Edenn, attorney; C. E. Branning, Ahoskie, superintendent, and C. Henshaw, Windsor, freight agent.

Before the turn of the century a new line was built from indsor to Ahoskie. The company at that time also operated oat line from Windsor to Plymouth for about 20 years. The ayflower" was burned around 1920 and the line discontinued. 1910 much of the stock was owned by northern capitalists. that time Horton Corwin, Jr., Edenton, was president; W. Corwin, Ahoskie, superintendent; W. D. Pruden, Edenton, cretary, and S. H. Halton, Windsor, passenger and freight ent.

Passenger service had been inaugurated in 1898 with appriate ceremonies, at which the late Judge Francis Winston in Prince Albert and bow-tie, officiated. He exessed doubt that the shiny, wood-burning locomotive puffing ay would make the grade. Later the Wellington and Powsville road became by popular acclaim the "walk and push" ad because prankish boys frequently greased the tracks. In ose days the road listed 43 employees.

In the middle 1920s the Wellington and Powellsville was periencing serious difficulties. The road was placed in receivership. In 1927 the present Carolina Southern Railway Co. was organized and incorporated to purchase the railroad. Principal citizens interested in this new company were C. H. Pruden, J. T. Stokes and others, as well as Windsor Township. Among the officers then were J. T. Stokes, president, and C. H. Pruden, secretary and general manager. Passenger service had been abandoned in 1926 and the road devoted its energies to handling freight, consisting largely of peanuts, cotton, tobacco and timber, outgoing, and fertilizer and various farm equipment and supplies, incoming.

From its early days a Pruden has been connected with this road, usually as manager. Soon after it started operation, W. D. Pruden was attorney and later secretary. C. H. Pruden was active as general manager until his death about seven years ago. His son, C. H. Pruden, Jr., is now active manager. J. T. Stokes is still president; J. A. Pritchett, Windsor attorney, vice-president, and C. H. Pruden, Jr., secretary-treasurer and general manager. These officers and Maggie Pruden, W. R. Lawrence and O. W. Hale form the Board of Directors. The present capitalization is $49,000 preferred stock, held by Windsor Township, and $50,000 in common stock. Present estimated value of roadbed and buildings is $50,000. Annual gross revenue is approximately $125,000 and no dividends have been paid in recent years.

The Carolina Southern in 1951 purchased a 70-ton GE diesel locomotive, thus becoming a completely dieselized road. However, it still owns the "Mogul", a steam locomotive, kept only for standby needs. The roadbed was widened to standard gauge in 1927 but kept a third rail for a number of years to accommodate the narrow gauge equipment. The road continues to operate one round trip daily, hauling in and out the heavier products needed and produced in the area—filling a countryside need but without the usual profits to the owners.

CLIFFSIDE RAILROAD CO.
Cliffside

Cliffside Railroad Co., Cliffside, operates a railroad built from Cliffside to Cliffside Junction, a distance of three miles, and another line from Cliffside Junction to Avondale, .7 of a mile long, both constructed for a single purpose—to get supplies in to the two towns and the two mills and to get out products of the two mills. The company was organized in 1905, built the road and put it in operation during that year.

The idea for the Cliffside Railroad came from B. D. Heath, prominent Charlotte industrialist and president of Cliffside Mills, who was interested in a similar short feeder line in South Carolina. The Cliffside Mills, and the Town of Cliffside had been founded and built by R. R. Haynes, starting in 1899 in the southern part of Rutherford County. The nearest point to a railroad was three miles distant where the Seaboard Air Line Railroad passed through Rutherford County. By 1903 steps were being taken to build this road and some preliminary work had been done by the Rutherford Power Co.

The road was chartered in 1905 and the stockholders elected B. D. Heath, R. R. Haynes, T. B. Lovelace and W. C. Heath as directors. These directors elected officers as follows: B. D. Heath, president; R. R. Haynes, vice-president and treasurer; Charles H. Haynes, secretary; W. C. Heath, general manager and passenger agent, and the general freight agent was John M. Scott who later was to become president of the Charlotte National Bank, now a branch of Wachovia Bank & Trust Co. and founder and president of the wholesale firm, Scott Drug Co.

The new company took over the assets of the Rutherford Power Co. Arrangements had been made with the Seaboard for enough rails to build the three mile road and for sidings. The company purchased three coffee-pot type locomotives from a secondhand railroad equipment dealer in New York City. These locomotives were built by the Manhattan Railway Co. and had been used on elevated trains in the early 1890s. They weighed only 12 to 15 tons. Three secondhand passenger cars were bought and passenger service was started from Cliffside to the Junction with the Seaboard at Cliffside Junction. Passenger traffic in the early days was heavy. Train crews were recruited locally and due to inexperience, wrecks and smashups were frequent until the crews had gained experience.

In 1916 work was started on the Haynes Mill at Avondale on the opposite side of the Seaboard. The Cliffside Railroad built a new line to this mill and town less than a mile away. By 1926 good roads and the automobile had absorbed most of the passenger traffic and pasenger service was discontinued. The railroad now handles freight and express only. Today this railroad has two steam engines, one Baldwin and one Vulcan,



"Cliffside Fast Mail", operated by the Cliffside Railroad around the turn of the century, picture dated 1907.

and one freight car and a caboose and express car combined, formerly the baggage car. One round trip is made daily on both of these short lines.

Each year Cliffside Railroad handles from 40,000 to 50,000 tons of freight. Products received include from 175 to 200 cars of coal, cotton, starch, dyestuffs, machines, petroleum products and miscellaneous goods. Outgoing freight consists primarily of products manufactured in the two mills, operated since 1952 as the Cliffside Plant and the Haynes Plant of Cone Mills Corp. These include Turkish towels and wash cloths and corduroys and suitings.

Cliffside Railroad, organized in 1905, purchased the assets of the Rutherford Power Co. in the same year, and began operation with a capital of $16,000. A majority of the stock was bought by R. R. Haynes and family in 1909. A stock dividend of 400 per cent was declared in 1923 increasing the capital to the present figure of $80,000.

During the year 1931 Cliffside Mills purchased controlling interest in the road from Charles H. Haynes and others, and in the merger in 1952 of Cliffside Mills with Cone Mills Corporation, the latter Corporation acquired 74 per cent of the stock of Cliffside Railroad. Since 1907 the company has paid dividends each year ranging from 2½% to 10%. The road employs only 10 people—three in the train crew, four section men and an office force of three.

In 1910 R. R. Haynes, who supervised construction of the railroad and who had been vice-president and treasurer, was elected president. As such he continued its operation until his death in 1917. Charles H. Haynes, his son, who had been secretary since the organization, was elected president to succeed his father in 1917, continuing until he retired in 1945, when he was elected chairman of the board. In 1945 M. Hendrick, secretary since 1933, was elected president. He served until his retirement in 1951. Present officers are Charles H. Haynes, chairman of the board; Earl R. Stall, president; Benjamin Cone, Greensboro, vice-president, and H. M. Owens, secretary-treasurer.

Mr. Owens joined the organization in 1921 as agent at Cliffside. In 1933 he was elected treasurer of the railroad and has continued to operate the line since that time. In 1953 he was elected secretary and treasurer. His principal assistant is R. S. Biggerstaff, chief clerk and general utility man.

CAPE FEAR RAILWAYS, INC.
Fort Bragg

Cape Fear Railways, Inc., is a street car line grown up into a railroad. Soon after Fort (Camp) Bragg was established in 1918 to train soldiers for World War I, a street car line was extended from Fayetteville to Fort Bragg. Its chief activity was hauling construction workers and later military personnel between Fayetteville and the camp. This activity continued until mid-1926.

Cape Fear Railways was organized and incorporated early in 1926 and was granted a Certificate of Public Convenience and Necessity to begin operation June 30. A new line was built from Cain's Station, a point about mid-way between Fayetteville and Fort Bragg, to Skibo, a station on the Aberdeen and Rockfish Railroad. The part of the line between Cain's Station and Fayetteville was abandoned and junked.

Early in 1930 the U. S. military authorities leased all of the railroad tracks, equipment and other holdings to the Cape Fear Railways, which took over all of the railroad equipmer located within the reservation of Fort Bragg and began oper tion. Another Certificate of Public Convenience and Necessit was granted for operation of that part of the government tracks between Fort Bragg, proper, and Fort Bragg Junctio the connection of the government's line with the Atlant Coast Line Railroad. Operation of this line began in Januar 1931.

Main line of the Cape Fear Railways extends from Skibo, station on the Aberdeen and Rockfish Railroad to Fort Brag Junction, a station on the Atlantic Coast Line Railroad. Th line handles all railroad freight coming out of and going int Fort Bragg from the Atlantic Coast Line and the Aberdee and Rockfish railroads and their connections. Troop trai in and out are handled in like manner.

Cape Fear Railways has had its ups and down in the years of its operation. During war times, when the movemer of freight and troops was heavy, the road prospered accor ingly; however, in peace time, with limited freight and troc movement, it has experienced extensive periods of low incom In fact, for about a year, during 1937-38, the road was operate by a receiver. In April, 1938, the receivership was terminate and the company reverted to its former status. Under prese conditions its operations are reasonably successful.

Henry A. Page, Jr., organized Cape Fear Railways and h Mrs. Page and their daughter owned practically all of the stoc Since Mr. Page's death, the principal ownership is in th hands of Mrs. Page and daughter, Mrs. John C. Ostrom. Mr H. A. Page, Jr., is chairman of the board and other princip officers are John C. Ostrom, president; E. L. Massei, Jr., vic president—operations: O. L. Henry, vice-president and gener counsel; H. S. Jones, vice-president, and C. Stanley Major, se retary-treasurer and general auditor.

WARRENTON RAIL ROAD CO.
Warrenton

Warrenton Rail Road Co., Warrenton, is unique. It is thre miles long. It is owned (75%) by the Town of Warrento It connects the Town of Warrenton with the Seaboard A Line Railroad at Warren Plains. It is said to have been at or time the greatest revenue producer per mile of any railroa in the world.

The Warrenton Rail Road Co. was chartered in 1875 but was nine years later before it had been organized and starte in 1884. At that time the paid in capital was $13,200, whic included the proceeds from bonds issued by the Town of Wa renton in the sum of $9,900 which represented 75% of th capital. The remaining 25% of the capital, $3,300, was su scribed by the citizens of Warrenton. The paid-in capit represented the cost of construction, buildings and equipmer of the road. It was built to what was known as Warrento Station, but because of the confusion with Warrenton, th junction point name was changed to Warren Plains.

When the Warrenton Rail Road was first constructed, th tracks extended to within two blocks of the courthouse. Late the company purchased six acres on the edge of town on whic a station was built in 1907. That station is still in use bu additional sidings and warehouses were added later.

In its earlier days the Warrenton Rail Road handled man passengers, making three round trips daily, early mornin noon and evening, and frequently made special trips whenev the traffic justified a special run. Passenger service was late cut to one round trip daily at noon and in 1921, due to reduce traffic, pasenger service was suspended entirely.

As now, the Warrenton Rail Road has had only one stea engine which handled all freight and passenger business. U til passenger service was discontinued, the road operated or coach, one baggage, mail and express car. It has never owne freight cars. All of the freight shipped into Warrenton cam in cars of other railroads and all products shipped from Wa renton were loaded on cars of other railroads. This road ha been the economic lifeline of Warrenton throughout the near 70 years of its operation. All commodities needed from ou side in building the hotel, business and school property cam in by this line, as well as all home nad farm supplies. Cros ties (the road paid 5¢ each for the first ties it used) wer shipped out as well as other products of forest and farn Lumber shipment developed later. Pulpwood and veneer block also continue as important outgoing freight. The road ha dles approximately 200 carloads of tobacco in hogsheads a nually. Additional items shipped in are fertilizer, buildin supplies, coal, cotton, farm machinery, asphalt and stone an various other items.

One scheduled round-trip daily is made in the morning and usually an extra trip is made in the afternoon.

Warrenton Rail Road has had its downs as well as its ups. It was not a big moneymaker during its first few years of operation. Its first engine was a wood burner; then a coal burner was used for many years. In 1946 the road purchased a diesel electric 45-ton locomotive and can claim, with many of the larger railroads, that it is now completely dieselized. As Warrenton developed business increased. During several years of the 1910-20 period the railroad paid 100% dividends on the original investment. Then in 1920 the road declared a 400% stock dividend—issuing four shares of stock to all holders of one share. This increased the paid-in capital from $13,200 to $66,000 and has paid dividends of 6% or more since that time, with few exceptions.

The group which really put the Warrenton Rail Road in operation in 1884 was composed of W. J. White, president; C. A. Cook, Jere Draper, W. J. Norwood, J. C. McCraw and T. M. Casserly, directors, with Dr. Joel G. King as secretary-treasurer. Dr. King soon went on the board of directors and in 1885 J. M. Gardner was made secretary-treasurer, which position he held for 20 years. He was made president in 1905 and held this position for 35 years, resigning in 1940. H. A. Moseley, vice-president, has held this position for about 20 years. J. Howard Daniel, secretary-treasurer, and R. S. Rodwell, superintendent and agent, have held those positions since 1940.

W. R. Strickland is president and general manager. He became a director in 1940 and four years later was promoted to his present position. Mr. Strickland is a former railroadman, having been a fireman on the Norfolk & Western for several years. For many years he was a successful plumbing and heating contractor in Warrenton, but has devoted most of his time to handling the affairs of the railroad since he became president and general manager about nine years ago.

IN RECEIVERSHIP 30 YEARS—

TALLULAH FALLS RAILWAY CO.

Cornelia, Ga.

Tallulah Falls Railway Co., operating from Cornelia, Ga., to Franklin, N. C., has been on paper for about 110 years, during which time it has had numbers of names, numbers of owners and numbers of starts before and since the line was completed to Franklin in 1907.

First plans for what has come to be Tallulah Falls Railway Co. were made in 1884 when the Blue Ridge Railroad, also known as the Blue Ridge and Atlantic Railway Co., made plans for a direct route between the Atlantic Seaboard and the Ohio River. Definite action began in 1851 to build this road to connect the Greenville and Columbia Railroad at Anderson, S. C., via Walhalla, S. C., Clayton, Ga., and Franklin, N. C., to Knoxville, Tenn. The road was completed from Anderson to Walhalla during the next few years and the right-of-way had been secured and a contract made to extend this road to the North Carolina line. Bridge abutments, tunnels and grades had been 80% completed. Beginning of the War Between the States prevented further construction.

Richmond Terminal Co., soon after its organization in 1881, made plans for extending the Richmond and Danville system and connecting up links into Georgia and east Tennessee. In 1882 it completed an extension from Cornelia via Clarksville to Tallulah Falls, using the tracks of the Atlantic and Charlotte Air Line to fill in a gap. After various plans, reversals and withdrawal of the Richmond and Danville system from part of the area, the Blue Ridge and Atlantic Railroad, operator of the line, went into receivership.

Tallulah Falls Railway Co. was organized in 1898, actually a reorganization of the Blue Ridge Railroad. Efforts were made to build a line from Franklin, down the Tennessee Valley into Tennessee, in 1922. A line was built about 14 miles from Bushnell to Fontana, completed in 1908. The Southern Railway Co. acquired the stock in the Tallulah Falls Railway Co. in 1905 and extended the line 37 miles to Franklin, completing it in 1917. It was operated as part of the Southern Railway System until 1923 when it went into the hands of a receiver and has operated under receivership during the past 30 years.

Tallulah Falls Railway has passed through three cycles, the wood-burner, the coal-burner and the diesel electric, since it was formed in 1898. A brisk tourist trade was enjoyed in the early 1900s consisting of people traveling over the line to see The Tallulah Gorge and the beauties along the line to Franklin. Now only freight service is maintained, the principal commodity consisting of mica from the North Carolina mountains, lumber, crossties, pulpwood and products of industries along the line. In the 58 miles of the road, 14 in North Carolina, are 43 trestles, the highest of which is 96 feet, giving evidence of the ruggedness of the country through which the railroad passes. General offices are located in Cornelia, Ga., and the road is operated by Mr. H. L. Brewer, receiver and general manager, with Miss Clyde M. Ellard, auditor. The road had operating revenue through June, 1953, of about $154,000. Two diesel electric freight locomotives are operated and an average of 85 workers is employed.

BEAUFORT & MOREHEAD RAILROAD CO.

Beaufort

Beaufort & Morehead Railroad Co., Beaufort, "The Menhaden Line", one of the shortest railroads in the State, has had and continues to have a very colorful existence since the line was built in the 1907-08 period from Morehead to Beaufort, a distance of 3.17 miles, about half of it on a bridge across the Newport River. It also has seven miles of side tracks and spurs, serving fifteen industries.

This road was built by the Norfolk Southern Railway Co. two or three years after it secured a 99-year lease on the Atlantic & North Carolina Railroad from Goldsboro to Morehead City in 1905. The extension of this line gave needed railroad service to the Town of Beaufort and surrounding area. In 1935 Governor Ehringhaus broke the lease on the Atlantic & North Carolina Railroad on the ground that the Norfolk Southern was not keeping the road in proper repair. Soon the Norfolk Southern petitioned the Interstate Commerce Commission for permission to abandon this short dangling line.

Beaufort citizens determined to maintain railroad communication, organized the Beaufort & Morehead Railroad Co. and purchased this 3.17 miles from the Norfolk Southern. These citizens, including officers elected, were Stanley Woodland, president; W. B. V. Potter, vice-president; C. R. Wheatley, secretary-treasurer; J. F. Duncan, general counsel, and R. W. Safrit, superintendent.

Soon after acquiring the road, the officers employed A. T. Leary as general manager. Mr. Leary, a native of the Albemarle section, had railroad experience with the Norfolk Southern and the Atlantic & East Carolina Railway in all of the various departments. In 1947 Mr. Leary leased the road at a basic rental of $3,000 a year plus 10% of the gross revenue exceeding $60,000 a year. Mr. Leary has as other officials Miss Peggie Leary, executive secretary; A. T. Leary, Jr., auditor and treasurer; Stanly Woodland, traffic manager, and A. B. Vick, Jr., general agent.

Indicating the success of the operation of this road is the fact that in 1952 gross earnings amounted to about $85,000. In the six years since Mr. Leary leased the road the indebtedness involved in the purchase price of $12,000 has been paid off. Within the last year or two the railroad in connection with the Federal Government built a new 90-foot span drawbridge over the Inland Waterway. The railroad paid a prorata part of the $335,000 expended on this drawbridge and it was turned to the railroad for operation, the installation being for the benefit of inland water navigation.

The outstanding stock of the corporation, most of it representing the original cost, is $15,850.

Mr. Leary and the other officers of the operating company have about half a dozen assistants in the operation of the railroad, including train crew, operators of feeder trucks, maintenance crew and other workers. He maintains splendid operational contacts with the Atlantic & East Carolina Railroad operators who give him immediate outside connection and with other railroads for which his line is a feeder. Both Mr. Leary and his son are experienced in all of the jobs connected with operating the railroad and either of them may be found anywhere as engineer, fireman or doing any other work that has to be done.

The Beaufort and Morehead Railroad has one diesel engine, a railroad pile driver and work cars and other necessary maintenance equipment, including power tools. The road has no freight cars, using cars of other railroads.

GRAHAM COUNTY RAILROAD CO.

Robbinsville

Topton on Southern Railway to Robbinsville, 12 miles; principal products hauled: lumber and lumber products, pulpwood, tanbark, etc.; built in 1924-25, in mountainous terrain, John B. Veach, president. (Special article prepared, not returned approved in time for use.)

MANY NORTH CAROLINA RAILROADS ABANDONED IN PAST HALF CENTURY

Railroads in North Carolina have abandoned more than 700 miles of track since the turn of the century, considerably more miles than new lines built in that period, probably about 500 miles. Numbers of them were logging, lumber and pulpwood roads—timber cleared out. Others were abandoned after good roads were developed and allowed operation of trucks which handled much of the business. Petitions are now before the Interstate Commerce Commission, in a few cases, to permit abandoning short lines. Double tracking by several larger railroads more than make up the difference between abandoned and new mileage, however.

Most of the abandoned railroads, their locations and approximate mileage follow:

Alma Railway Co., Alma to Rowland, Robeson County, 16 miles.

Appalachian Railway Co., Ela to Ravensford, Cherokee County, 6.2 miles.

Asheville and East Tennessee Railroad, Newbridge to Weaverville, Buncombe County, 4½ miles.

Atlantic and Carolina, Warsaw to Kenansville and Chinquapin, Duplin County, 23 miles.

Atlantic Coast Line, Fairmont to Chadbourn, Robeson and Columbus Counties, 22 miles; Washington to Vandemere, Beaufort County, 42 miles; Goldsboro to Smithfield, Wayne and Johnston Counties, 30 miles.

Bonlee and Western, Bonlee to Bennett, Chatham County, 12 miles.

Caldwell and Northern, Warrior to Edgemont, Caldwell County, 21 miles.

Carolina Railroad, Kinston to Snow Hill, Lenoir and Greene Counties, 14 miles.

Carolina and Northeastern, Gumberry to Jackson and Lasker, Northampton County, 16 miles.

Carolina and Northwestern, Albemarle to Norwood, 6 miles.

Carolina and Tennessee Southern, Bushnell to Fontana, Swain County, 14 miles.

Carthage and Pinehurst, Carthage to Pinehurst, Moore County, 11 miles.

Cashie and Chowan, log road, Bertie County, 5 miles.

Dover and Southbound, Dover to Richlands, Jones and Onslow Counties, 24.4 miles.

East Carolina Railway, Farmville to Hookerton, Pitt and Greene Counties, 12 miles.

East Tennessee and Western N. C. Railroad, Johnson City, Tenn., to Cranberry and Pineola, Avery County, 38 N. C. miles.

Elkin and Alleghany, Elkin to Doughton, Surry and Wilkes Counties, 16 miles.

French Broad Railroad, Runion to Belva (Little Laurel), Madison County, 8 miles.

Kinston Carolina Railroad, Kinston to Pink Hill, Lenoir County, 16 miles.

Linville River Railroad, Pineola to Boone, Avery and Watauga Counties, 17 miles.

Lawndale Railway, Lawndale to Shelby, 12 miles.

Moore Central, Carthage to McConnell, 13 miles, and Carthage to Cameron, 10 miles, Moore County.

New Hanover Transit, Harper's Pier on Cape Fear River to Carolina Beach (seasonal commuter line), 3.5 miles, New Hanover County.

Norfolk Southern, Edenton to Suffolk, Va., 40 miles; Mackey's to Columbia, 23 miles; Bayboro to Oriental, 10 miles; Elizabeth City to Beckford Junction, 25 miles; Asheboro to Star, 21 miles.

Ocona Lufty Railroad, Ravenford to Beach Flats, Cherokee County, 10 miles.

New Holland, Higginsport and Mount Vernon Railroad, New Holland to Wenona, 35 miles, Hyde and Washington Counties.

Raleigh and Charleston, Lumberton to Marion, S. C., 20 miles in N. C.

Roanoke Railway, Thelma to Vulture, Halifax County, 4 miles.

Smoky Mountain Railway, Ritter to Bone Valley, Swain County, 9 miles.

Southern Railway, relocation of Murphy Line from Bryson City to Wesser, a few miles south of former line by Bushnell, now covered by Fontana Lake. Cost borne by Federal Government. Line shorter by about 11 miles; Rosman to Lake Toxaway, Transylvania County, 9 miles; Stokesdale to Madison, Old CF & YV branch, Guilford and Rockingham Counties, 12 miles.

Tennessee and North Carolina, Newport, Tenn., to Crestmont, Haywood County, 4 miles in N. C.

Townsville Railroad, Manson to Townsville, Warren and Vance Counties, 10 miles.

Tuckaseegee and Southeastern Railway, Sylva to East Laport, Jackson County, 10 miles.

Watauga and Yadkin River Railroad, North Wilkesboro to Grandin and Darby, Wilkes and Caldwell Counties, 30 miles.

Wilmington, Brunswick and Southern (locally called Will Be Some Day), Navassa to Southport, Brunswick County, 35 miles.

FIRST "DIESEL" LOCOMOTIVE?

The Elkin and Alleghany Railroad, formerly operated from Elkin to Doughton and a few miles beyond up the side of the mountain, was probably the first railroad in the United States to use a gasoline powered locomotive.

This railroad, only about 16 miles long, was built in 1911 with the object of going from Elkin to Sparta and on into Virginia. Chief promoters were Hugh G. and Richard M. Chatham, Rufus A. and Robert L. Doughton and other prominent citizens of the two communities. John A. Mills, prominent railroadman of Raleigh, was elected president of the road, which was abandoned around 1927.

During the period of operation Joseph S. Correll, Raleigh, was general manager for a few years. In that period he and other railroad officials took a Ford chassis, used the small pony front wheels from a large engine as the drive wheels, rigged up a truck and built a body large enough to accommodate 24 passengers, mail and express. This was used for passenger service instead of the steam locomotive. It made the trip at a cost of about $2.50, whereas the cost of operating the steam locomotive on a trip was about $75. This contraption operated until passenger service was abandoned. Incidentally, this truck was built in a shed used as a repair shop and was too large to get out the door. So the front of the shed was torn out to remove it.

LAWNDALE-SHELBY RAILROAD

Lawndale Railway and Industrial Co. was organized around 1900 by John Schenck and Major F. A. Schenck to build and operate a 12 mile line of railroad from Lawndale to Shelby, to move products to and from the Cleveland Mills Co. at Lawndale, owned and operated by the Schencks.

This was an important short line railway for 30 years or more, hauling both passengers and freight. Because of increased truck operation on good roads, business of the road declined. Passenger service was suspended first and then around 1933-34 the line was abandoned, the tracks taken up and the right-of-way reverted to original owners. In its place the company inaugurated the use of trucks on the highway between these two points. As of January 1, 1950, the assets of the truck line were purchased by D. W. Royster who continues this operation.

CARTHAGE RAILROAD

The Carthage Railroad, 10 miles, and Carthage to McConnell, 13 miles, abandoned several years ago, was organized in 1886 and the road was built in 1888. It was leased that year to the Raleigh and Augusta Air Line and in 1890 the lease was transferred to W. C. Petty, of Manly, later a hotel operator. Officers in 1890 were J. C. Black, president; W. J. Adams (later Associate Justice, N. C. Supreme Court), secretary; L. P. Tyson, treasurer; W. C. Petty, general manager, and Black and Adams, general counsel, all of Carthage. Black, Tyson, George C. Graves, James D. McIver, A. H. McNeill and C. J. Shaw, were directors.

LOCOMOTIVE LEFT HIGH AND DRY

The Watauga and Yadkin River Railroad Co., organized in 1911 by North Wilkesboro citizens and the Grandin Lumber Co., operators in the edge of Caldwell County, and other citizens along the line, built a road from North Wilkesboro up the Yadkin River for 30-odd miles to Darby and Grandin, with a short branch line, largely for the purpose of hauling lumber from the mountain area.

The road operated until July, 1916, when the flood on the Yadkin River washed out bridges over streams entering the river and otherwise damaged the track. Soon afterward the damage was repaired and the road resumed operations. In 1918 one of the bridges collapsed and operation was abandoned definitely. One of the locomotives was left on the tracks a few miles west of North Wilkesboro for a year or two before it was dismantled and removed.

Highlights of Winston-Salem's Industry and Employment

By MRS. E. DEKAY JOHNSON, *State Labor Market Analyst, Bureau of Research and Statistics, ESC*

This is the second in the series of articles discussing employment conditions in leading North Carolina cities. Winston-Salem was selected for this issue because it is the home of the largest trucking firm in the South and of the only North Carolina aviation company granted the right by CAB for scheduled passenger, mail, express and freight service.

Winston-Salem, second largest city in North Carolina, is favorably located in the Piedmont section of the State. It forms the western point of a triangle of large cities with Greensboro due east some 25 miles and High Point 20 miles southeast. About half a million people reside within a 25 to 30 mile radius of this city which is centrally located in Forsyth County and adjacent to Stokes, Guilford, Davidson, Davie, and Yadkin counties.

From the standpoint of population growth in the last decade, the recruiting area of Winston-Salem has exceeded the rate of the State and Nation. While the city itself had only a 10 percent increase, Forsyth County showed a 15.5 percent rise and the adjacent counties of Guilford and Davidson experienced 24.1 and 16.6 percent respectively. It can be assumed, therefore, that the potential labor supply within the immediate recruiting area of Winston-Salem (25 to 30 miles) has increased at a greater rate than that of the State which showed an average population rise of 13.7 percent.

Winston-Salem firms employ well over 90 percent of the persons engaged in nonagricultural activities in Forsyth County. It is the only city in the county, and persons of nearby towns find most of their job opportunities there. Therefore, manpower and employment data relate to the Standard Metropolitan Area of Winston-Salem which is defined as the city of Winston-Salem and Forsyth County.

The number of wage and salaried workers in the area ranges from some 58,800 to over 62,000 depending on the season, while total employment is from 69,700 to 73,000. Time and magnitude of the seasonal changes are dictated by the tobacco industry. Seasonal employment begins to climb in July, reaching its peak in November when some 2,500 additional workers are employed in tobacco processing. It then gradually declines and draws to a close in the early part of the following year. At the same time, trade employment rises under the combined impetus of larger local payrolls and the oncoming Christmas season. Its decline paralleling that of seasonal tobacco employment.

Winston-Salem is recognized as the leader in tobacco manufacturing. It is advantageously located in the State which manufactures over half of the Nation's total tobacco products and grows more than two-thirds of the bright leaf grown in the United States. Other industries, however, have become increasingly important in this city, and now we find Winston-Salem ranking first in the State in the manufacture of electrical equipment, and fifth in textile manufacturing. Further, Winston-Salem ranks first in two important transportation fields. It is the home of the largest trucking firm in the South. It is also the home of the only North Carolina aviation company granted the right by CAB for scheduled passenger, mail, express and freight service.

Though small when compared to the "big three"—manufacture of tobacco, textiles, and machinery—other manufacturing is important in the economy of the area. Included among these are: manufacture of furniture and fixtures; sawmills and planing plants, veneer mills, and box factories; food processing such as bakeries, dairies, meat products, beverages, and grain mills; finished textile products such as canvas, awnings and tents, men's and youth's overalls and dungarees; gummed paper, and paperboard boxes; chemicals such as fertilizer, glue, paints, pharmaceutical products and toilet preparations; brick, concrete products, and glass products; primary metal industries; fabricated metal products; non-electrical machinery; orthopedic appliances and opthalmic goods.

Winston-Salem's four largest firms—representing manufacture of tobacco, knit underwear, seamless hosiery, telephone and telegraph equipment—account for more than half (16,000-18,500) of the wage and salaried workers engaged in manufacturing. In addition to these there are 16 firms which employ from 100 to 500 persons, 112 with from 50 to 100, 100 hiring from 8 to 50, and about 100 with a normal staff of not more than 7 persons each.

Winston-Salem's nine tobacco manufacturers employ from 10,700 to 13,200 depending on the season, a major portion being engaged in the manufacture of cigarettes. One firm though best known as a cigarette manufacturer also makes smoking and chewing tobacco, two firms are primarily engaged in the manufacture of chewing and smoking tobacco and snuff, and six are stemming and redrying plants. There are also ten tobacco auction warehouses which operate during the time assigned to the "Old Bright Belt" (Mid-September—January). The 18 textile mills hire from 8,500 to 9,000 persons of whom about five-sixths are in the 12 knitting mills. There is also a yarn mill, one making narrow fabrics, and two engaged in dyeing and finishing operations. Twelve firms manufacturing machinery and electrical products employ from 6,100 to 6,200 persons, electrical goods accounts for the majority of this employment. Non-electrical machinery includes air conditioning equipment, aluminum products, agricultural machinery, conveying systems, woodworking and other special industrial machinery. There are also 12 manufacturers of furniture hiring about 1,200 persons. Most of these are producers of wood household furniture. Other manufacturing industries which tend to balance Winston-Salem's economy employ about 4,300 persons.

The importance of non-manufacturing must not be overlooked. Actually almost half of the wage and salaried workers of the Winston-Salem area are so engaged (from 27,800 to 28,900). Of these, about 28 percent are engaged in trade. The ratio of retail trade to wholesale is slightly in excess of two to one. While there are a few large stores, sales activities for the most part are conducted by small establishments. Service industries such as hotels, laundries, barber and beauty shops, business services, auto and repair services, educational services, hospitals and other health services regularly employ some 7,100

to 7,300 persons. Construction, government, finance, insurance, and real estate account for about 8,500 workers. Transportation, communication, and public utilities hire another 4,300 to 4,500 persons.

In the last decade Winston-Salem has seen the dramatic rise of two firms engaged in transportation —one a trucking firm, the other an air line. The trucking firm, which moved to Winston-Salem from Fayetteville in 1943 started in Red Springs with one truck, one employee and one terminal, now it has 2,100 people employed, a nine million dollar payroll owns 1,480 pieces of equipment, and operates 37 terminals in 11 States and the District of Columbia. Its employment in Winston-Salem is between 900 and 1,000 persons—and it is still growing. It has the distinction of being the largest motor freight company with headquarters in the South.

The air line, which operated its first scheduled passenger flight in 1948 from Wilmington to Louisville, had 65 employees at that time and owned five planes. Today it has some 700-750 employees, payroll of $2,300,000. It serves 41 communities in seven states, and in May of this year it carried over 24,400 passengers more than five million passenger miles. It has been called the Nation's leading local service airline, with only 17 airlines in the United States carrying more passengers. It employs in Winston-Salem some 400 persons—and it is still growing.

Less dramatic, but vital to the economic life of Winston-Salem, are the railroads and bus lines which link the city with other parts of the State and Nation. Five sets of railroad tracks radiate from the city and local railroad and express employees number from 600 to 700 persons. About 100 scheduled passenger buses leave Winston-Salem's terminal every 24 hours. Here is located the Southern Division Manager's office and maintenance garage of one of the large interstate bus companies. Over 250 local employees are engaged in this phase of transportation.

Though subject to seasonal fluctuations, the employment trend has been upward. On the basis of employment in establishments covered by the Unemployment Insurance, the five year period, mid-summer 1948 to mid-summer 1953, has seen an increase of over 16 percent. While relative stability was shown in a few industries during this period most manufacturing and non-manufacturing participated in the upward swing which was sparked by the manufacture of electrical products.

Excluding seasonal tobacco and trade fluctuations, the employment outlook for the remainder of 1953 is for relative stability in both manufacturing and non-manufacturing industries. Though slight increases are forecast in some establishments no long-range expansion of any significance is expected.

CAROLINA DELIVERY SERVICE

(Continued from Page 110)

Vickers, chairman of the board; John Harmon Vickers, his son, president; E. S. Mulwee, who joined the firm from Horton Motor Lines, vice-president and treasurer; R. H. Jackson, secretary; E. R. Henderson, with the firm since 1936, superintendent of transportation, and Thomas H. Duckett, Raleigh manager. Mr. Vickers, who now leaves most of the details of the operations to his son, is a native of Georgia. In his earlier days he was a theatrical engineer and traveled over most of the southern states. He knew most of the theater operators and this influenced his decision to purchase the delivery service and thus continue his contacts with those in the two Carolinas.

N. C. LICENSED OVER MILLION AND A THIRD MOTOR VEHICLES IN 195

Licenses were issued for 1,358,799 motor vehicles in Nor Carolina up to November 30, 1953, a figure subject to only slig increase for the month of December.

Passenger cars granted licenses reached 986,904; truck 241,308; trailers, 83,478, and miscellaneous motor vehicle 47,109, as shown by the report of the Department of Mot Vehicles.

Of the trucks and trailers licensed thousands are operat by the 455 firms licensed to haul commodities as common ca riers by the N. C. Utilities Commission while 9,200 firms a exempt from regulation because of limited operations. Th North Carolina Highway Department operates about 4,1 trucks while highway contractors operate probably anoth 3,000 trucks. Also hundreds of passenger busses are operat by the 133 licensed common carriers of passengers.

Thousands of trucks and trailers are operated by farmer manufacturers, wholesalers and retailers in the State, inclu ing textile, tobacco and furniture manufacturers and dealer bakery, beer, bottled drinks, dairy and other operators.

North Carolina and its city and county units operate a proximately 7,120 school busses hauling about 441,000 pupi for a total mileage of 48,000,000 annually, the State Board Education reports. North Carolina continues to lead all oth states in the number of busses operated and the number pupils transported.

(Received too late for use in Trucking Section)

THURSTON MOTOR LINES, INC.
Wilson

Thurston Motor Lines, Inc., Wilson, started 1932 by D. J. Thurston, Jr., with one helper and tw trucks, has developed into one of the larger transf firms in the State, now operating 252 units. Th name, Thurston Motor Lines, was adopted in 19 and the next year the firm moved to Wilson.

Thurston Motor Lines was incorporated in 19 with authorized capital stock of $260,000 and $20 000 has been paid in. All of the officers and dire tors are employees of the company. They inclu D. J. Thurston, Jr., president and general manage J. E. Bullock, vice-president and traffic manager; H. Baker, secretary-treasurer and in charge of th accounting office; C. M. Thomas, assistant secretary E. W. Mountcastle, purchasing agent, and E. Hatcher, sales manager. The directors are M Thurston, Mr. Bullock, Mr. Baker, Mr. Mountcast and Mr. Hatcher.

Plant and equipment of Thurston Motor Lines a valued at approximately $635,000, including rollin stock with a value of about $400,000, 14 termina worth around $150,000 and $85,000 in garages, o fices, furniture and miscellaneous items. Stead year-round work is provided for approximately 3 employees of the firm which has an annual payroll about $900,000, 90% of which is distributed in Nor Carolina. The 252 units include 56 trucks, 72 tra tors, 111 trailers and 13 cars and service trucks.

Terminals are maintained in 14 North Carolin and Virginia cities, including Wilson, Goldsbor Greensboro, Raleigh, Durham, Fayetteville, W mington, Edenton, Charlotte and Weldon in Nor Carolina, and Richmond, Norfolk, Suffolk and Pe ersburg in Virginia. Generally, Thurston Mot Lines operates from Charlotte eastward in Nor Carolina and in southeastern Virginia in the Ric mond to Norfolk areas. Intrastate and interst franchises cover North Carolina, and exchange a rangements are in effect with connecting carrie which cover practically all of the nation.

ALEIGH-NORFOLK RAIL TRAFFIC OPENED WITH EXCURSION IN 1853

One hundred years ago a four-day celebration observed the chievement of through passenger and freight train service etween Raleigh and Portsmouth. The occasion celebrated the ompletion of the 11-mile link of the Raleigh and Gaston Rail-oad from Gaston to Weldon at a cost of $175,000 shared by ie Raleigh and Gaston and the Seaboard and Roanoke rail-oads.

It was on April 19, 1853, that about 200 Portsmouth and orfolk people boarded an excursion train and were welcomed ine miles out of Raleigh by a delegation of Raleigh citizens. rriving about five o'clock they gathered at the Yarborough otel and were assigned rooms there and at other Raleigh otels. They had been welcomed by Mayor Haywood.

That evening at 8 o'clock they assembled for dinner in the arborough with former Governor Charles Manley as toast-aster. Many toasts were given. Former President John yler responded, ending his toast with "North Carolina, glo-ious in her simplicity, glorious in her principles".

The next day two excursion trains left Raleigh, headed by . O'B. Branch, president of the Raleigh and Gaston. About 00 boarded the trains in Raleigh and along the way. Spending ie night at Portsmouth, the visitors boarded a steamer the ext day and visited places of interest, including a short trip nto the Atlantic Ocean. Dinner was served in Norfolk, start-ig at 4 o'clock. The next day the visitors returned to Raleigh i their special trains.

This linking of two railroads formed the nucleus of what nally developed into the far-flung Seaboard Air Line Railway.

RAILROAD NOTES AND FOLKS

N. C. "BIG 4" RAILROAD

Southern Railway was organized in 1894 to take over the ichmond and Danville Railroad then in receivership.

The Atlantic Coast Line Railroad was organized in 1900, aking over the ACL of Va., the ACL of S. C. and several North arolina lines.

The Seaboard Air Line Railroad was organized in 1900 fol-owing operation of the Seaboard Air Line Association of ailroads, started in 1893.

Norfolk Southern Railway was organized in 1883 with reor-anizations in 1906 and 1910, 90% of its trackage being in orth Carolina.

STREET RAILWAYS

Salem, now a part of Winston-Salem, is said to have been the econd community in the United States to have electric street ailway service, Baltimore having been the first. This type of ntra-urban passenger transportation was in vogue in most of he larger communities in North Carolina for many years until asoline motor vehicles gradually developed and took its place. vidences are still to be seen in some communities where treet car tracks have been allowed to remain. Generally these racks were taken up but some were even covered by concrete o level city streets.

Gastonia was the last city in the State to maintain street ailway service. This form of transportation was abandoned here in 1949, marking the end of electric street railway service n North Carolina. Greensboro operates its city transportation ystem electrically, busses running on city streets and not on racks.

RAILROAD SHOPS AND CENTERS

The ACL is the only railroad in North Carolina which has ts general headquarters within the State—in Wilmington. Its ompany shop has been located in Rocky Mount for many ears, presumably shifting there from Weldon.

The Southern Railway maintains its principal shops and hifting center at Spencer, a town developed in the suburbs f Salisbury and named for the first president of the Southern ailway, Samuel Spencer.

The Seaboard Air Line maintains its principal shops at Ham-et where an extensive program of expansion and modernization s now in process.

The Aberdeen and Asheboro Railroad, earlier the Aberdeen nd West End Railroad, was built by A. F. Page, starting in 896. The road, primarily for hauling timber, was extended everal times to Candor, Star and on to Asheboro. It then be-ame a commercial road. It was completed in 1903. Mr. Page's ons sold it to the Norfolk Southern in 1912.

RAILROAD VIOLENCE

Tempers have flared and violence resulted many times in railroad building in North Carolina. A few of these are worthy of mention.

One of these was in Durham when the Durham and Northern Railroad sought to cross the right-of-way of the Richmond and Danville (Southern) to which the latter road objected. Construction crews would lay ties and tracks at night along Peabody Street and the next day Richmond and Danville workmen would tear up the track. Court orders were issued restraining this destruction and indictments were brought for trespassing. After controversy and bitterness a compromise was met. In Goldsboro after tracks were relocated to take the main line of the ACL from Center Street, the main street in Goldsboro, the line in the center of the street became a branch track that served only one or two wholesale houses. Citizens of the town tore up this track in the middle of Center Street and later made a broad thoroughfare.

In Burlington an old railroad building stood at a point which prevented expansion and widening of a principal street. Efforts were made by city authorities to induce the Southern Railway to remove this building. Finally, after several attempts had failed, the building went up in smoke one night, some 20 years ago. It was even intimated that some of the city officials started the fire.

In 1908 when the Carolina, Clinchfield and Ohio Railroad, now operated by the Clinchfield Railroad, was being constructed through the State via Little Switzerland, Marion, Rutherfordton, and Forest City, numbers of foreigners and Negroes were employed. As in all railroads built before that time teams and wagons were used largely for moving dirt. In this rugged mountainous area and with several races employed violence flared up frequently and some deaths resulted.

In 1912 the Aberdeen and Rockfish Railroad wanted to cross the ACL just outside the Fayetteville city limits to enter Fayetteville. The ACL officials refused to consider the request after several efforts. The Aberdeen and Rockfish had laid rails to both sides of the ACL tracks. One night Aberdeen and Rockfish President John Blue, mad as a hornet, assembled his entire crew, moved in to the site after dark and by morning had laid tracks crossing those of the ACL. And there that crossing is today.

CLIFFSIDE'S BANTAM BROOD

A Negro fireman on the Cliffside Railroad, operating three miles from Cliffside to Cliffside Junction on the Seaboard in Rutherford County, some years ago discovered a Bantam hen sitting on a nest of eggs near the track on the right-of-way. He watched until the chickens hatched then placed a nest on his tender and placed the chickens and the hen on this nest. The chickens grew up on the tender riding the train with him daily. As they developed, they would hop down when the train stopped and indulge their natural vent of scratching on the ground around the engine. When the train was ready to move, the engineer would blow his whistle and there would be a commotion of fluttering wings and cackling as the chicks scrambled back to their nest on the tender. They had learned that the whistle meant it was time to move.

WELDON RAILROAD CENTER

Weldon was the first and for several years the principal railroad center in North Carolina. The Petersburg Railroad, from Petersburg, Va., to Blakely, across the Roanoke River from Weldon, was completed in 1833. In 1840 the Wilmington and Weldon was completed to Weldon. Meanwhile the Seaboard and Roanoke Railroad was built from Portsmouth to Blakely and in 1853 the Raleigh and Gaston Railroad was extended from Gaston to Weldon. For a few years merchandise and passengers were ferried across the Roanoke River for exchange between these railroads until a railroad bridge was built across the river in 1843. Four passenger trains from these railroads would meet in Weldon at one time, creating busy scenes. These lines later became parts of the Seaboard Air Line and Atlantic Coast Line.

WOULDN'T RISK DUCKING

Before the Wilmington, Beaufort and Southport road from Navassa to Southport was abandoned around 1940, the long trestle became so dilapidated that the engineer would have the fireman walk across to the other side, set the throttle and step off as the train started over the trestle. The fireman would swing onto the train after it had crossed the trestle and stop it, waiting for the engineer to walk across. They thus avoided a dunking in case the trestle should collapse.

PRINTED BY OWEN G. DUNN CO., NEW BERN, N. C.

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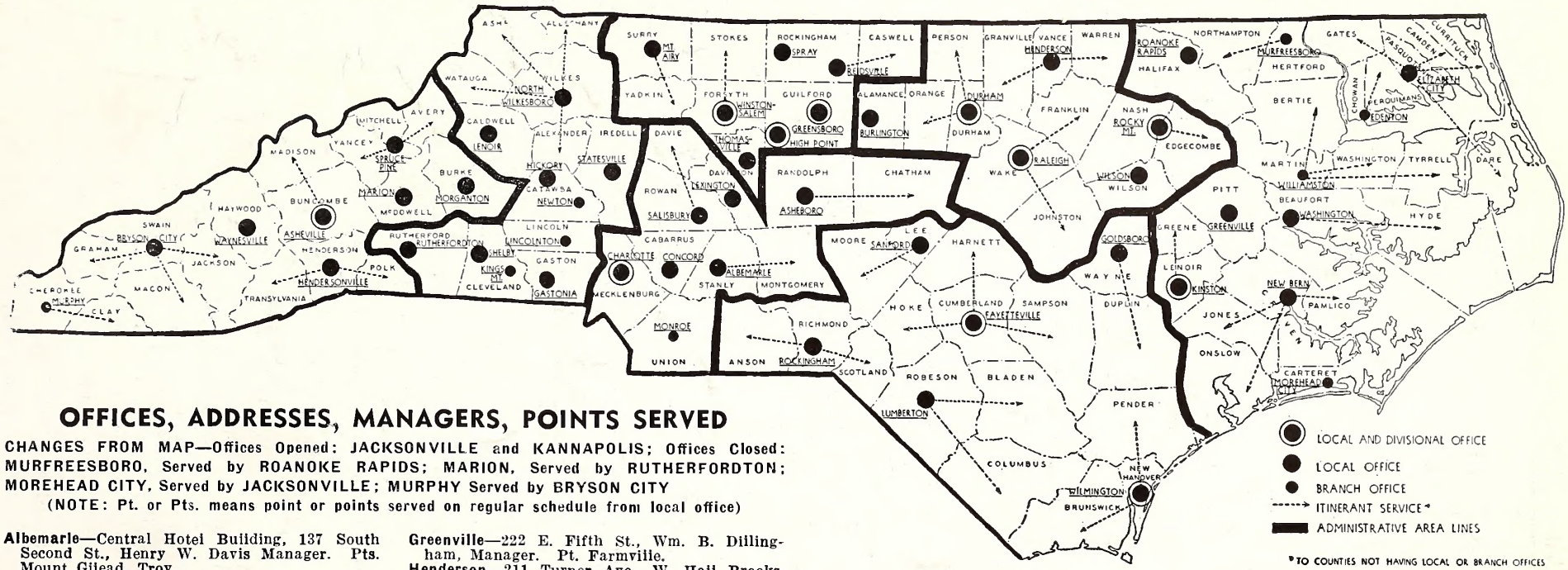
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63 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 52 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

CHANGES FROM MAP—Offices Opened: JACKSONVILLE and KANNAPOLIS; Offices Closed: MURFREESBORO, Served by ROANOKE RAPIDS; MARION, Served by RUTHERFORDTON; MOREHEAD CITY, Served by JACKSONVILLE; MURPHY Served by BRYSON CITY

(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Henry W. Davis Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade. 156 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Smith Building. 38 Battery Park Ave., Bonny C. Wilson, Manager. Divisional Office, Savoy Hotel Bldg., 31 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Robbinsville, Franklin, Sylva, Andrews, Hayesville, Murphy.

Burlington—Piedmont Hotel Building, 134 West Andrews St., Charles R. Stone, Manager.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—Pythian Bldg. Annex, Market St., Lewis B. Morton, Manager.

Durham—Morehead Building, 304 Morgan St., Mrs. Ethel C. Lipscomb, Manager, Divisional Office, 308 Morgan St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, Manager. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Norman L. Pendleton, Manager. Pts. Currituck, Manteo, Buxton.

Fayetteville—Calcutt Building, S. Thaddeus Cherry, Manager. Divisional Office, Calcutt Building. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207-211 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Howard W. Winstead, Manager. Divisional Office, Barnes Bldg. 1216 E. Market St.

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—4 First Ave., N. W. H. D. Boyles Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Jacksonville—821 Court St., Duke Amerson, Manager. Pt. Morehead City.

Kannapolis—220-A Oak St., S. W. Patterson, Manager.

Kings Mountain—Bridges Building, S. Cherokee St., Franklin L. Ware, Jr., Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St., Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second Ave., John R. Fish, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, Manager.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Monroe—Plyler Building, 209 W. Windsor St., Floyd Harrill, Manager.

Morganton—Davis Bldg., 306 S. Green St., Austin L. Clodfelter, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 125 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yadkinville.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Troy L. Perry, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., W. Maurice Allen, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., W. Alan Knight, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—143 N. E. Main St., Wm. J. Ecklar, Manager. Divisional Office, 143 N. E Main St. Pt. Tarboro.

Rutherfordton—Williams Building, 201-205 W. First St., Earle W. Justice, Manager. Pts. Forest City, Marion.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocksville.

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern

Shelby—Royster Building, 210 S. Washington St., John H. Wilson, Jr., Manager.

Spray—County Adm. Building, Boone Road, Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 46½ Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pt. Canton.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—Employment Security Bldg., 304-306 Chestnut St., William H. Powell, Manager. Divisional Office, Employment Security Bldg., 308 Chestnut St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office.

THE E. S. C. QUARTERLY

VOLUME 12, NO. 3-4 SUMMER-FALL, 1954

Past Decade Shows Big Increase in Garment Manufacturing In North Carolina; Many New and Enlarged Plants Last Year



Pictured above are some of the many items produced by some 200 apparel plants operating in this State

PUBLISHED BY

Employment Security Commission of North Carolina

RALEIGH, N. C.

The E. S. C. Quarterly

(Formerly The U.C.C. Quarterly)

Volume 12, Numbers 3-4 Summer-Fall, 1954

Issued at Raleigh, N. C. by the

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NOTE: Articles in this issue, unless otherwise credited, were written by M. R. Dunnagan, Editor, some revised and all approved by firm executives.

N. C. GARMENT MANUFACTURING

North Carolina has been engaged in garment, o apparel, manufacturing since early colonial days, bu in the original sense of that word—hand-making Carding, spinning, weaving and making clothes con tinued in the home for many years. Many of th older generation can still remember the "home made" clothes generally worn.

Garment making as an industry probably had it start in the State around 75 years ago in a smal way. It was close to the end of the century befor it really got under way. Then it was overalls, pri marily, but also work shirts and work pants. Higl Point and Greensboro began to build industries som 50 years ago that have continued successfully.

As overalls and work shirts were improved, work ers became more skilled and shirts were added, ther underwear and some outerwear, largely of the cheap er grades. Improvement continued and better qual ity clothing followed. Overall firms added play clothes. Now North Carolina manufacturers make all qualities of garments, including those in the high est price ranges.

Many of the State's larger garment firms have been established for years, increasing their quality and output as time passed. Several firms from out side came in 20 to 30 years ago and have built large industries. In recent years numbers of others have moved into the State and experienced successfu operations. Probably 25 garment firms have come to the State, or started in the State, or announced definite plans for operations in the State in 1954.

Shirt production, both dress (regular) and sports shirts, has increased many-fold in the past decade. Overalls are going strong and play clothes have been added, some of the finest. Underwear is not only increasing, but much of the finest and sheerest in the country is now being made in this State. Other outer wear, men's, women's, children's and infants', is being made in high quality and in quantity. Numerous miscellaneous items, including gloves, now bear the trademark of North Carolina manufacturers. Many garment lines carry labels of the department, chain and other retail firms.

North Carolina garment manufacturing has increased 225% since pre-war days, in about 12 years. Employment increased 9% from the first quarter of 1953 to the first quarter of 1954. Early in 1954 employment had increased to about 18,000, employed by about 150 firms covered at that time. That number has now increased to about 175 firms and employment unquestionably exceeds 20,000. Another year, with recent starts and enlargements, and prospective new firms, should increase the firms to 200, with employment approaching 25,000.

Salaries and wages in the State's garment plants in 1953 amounted to $35,460,000, a gain of 17% over 1952 payrolls. Conservative estimates increase this figure to around $42,000,000 for 1954. Average weekly wages in garment manufacturing of $39.58 in 1953 were considerably lower than the $53.94 figure for all covered industries in the State. Two conditions contribute to this showing; the somewhat seasonal nature of garment making, resulting in lay-offs and reduced average earnings, and many of the workers in new and enlarging plants are learners, working at learners' wages.

North Carolina Apparel Production Shows Big Expansion

By E. STANHOPE DUNN, *Supervisor, Reports and Analysis, Bureau of R & S, ESC*

Immediately after World War II a pronounced mployment rise in apparel manufacturing set in vhich continues unabated. Whereas apparel em-loyment fluctuated between six and eight thousand vorkers and employer coverage totaled under 40 irms at times during the 1939[1]-1945 period, by 1954 pparel employment had risen to about 18,000 and pproximately 150 firms are now covered.

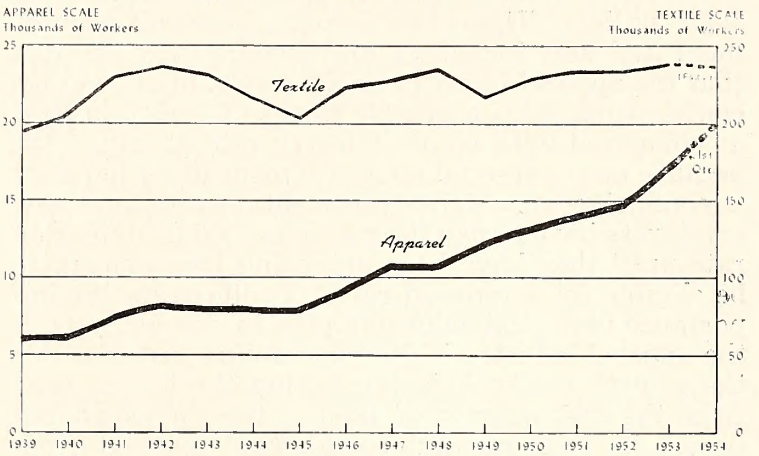
While apparel employment is now over two and ne-quarter times that of the pre-war level, the rise n total textile employment has been only 17% and otal manufacturing only 39%. Of course, there are ther manufacturing industries that have made sub-tantial post-war employment gains in North Caro-ina, particularly the big spurt in electrical machin-ry in the past four years[2]; nevertheless, the post-war growth in apparel has been consistently steady rom year to year and sufficient to place apparel mong the present fast-growing industries in North Carolina. See the accompanying chart depicting ap-arel and textile employment from 1939 through the irst quarter of 1954.

Prior to World War II apparel employment consti-uted approximately 2% of total covered manufac-uring employment. Today its proportion is over % (see accompanying Table I). During the same eriod textile employment has declined from about 5 to 54% of total manufacturing employment.

ABUNDANT FEMALE LABOR

No doubt there are many reasons for this migra-ion of apparel employers to North Carolina. Per-aps the most important of these are the State's bundant female labor supply and the general labor ttitude prevailing among its potential apparel

APPAREL AND TEXTILE EMPLOYMENT IN NORTH CAROLINA
1939-1954



workers. The lower wage level, as compared with that prevailing in big northern apparel centers, has also been a significant factor in this growth; apparel manufacturers have been squeezed to cut cost in order to hold prices down. This movement is borne out by the growth of apparel in other southern and western states as well as in North Carolina during the past few years. Still other factors are the near-ness to the source of textile fabrics, and the adapt-ability of many textile to apparel-making skills.

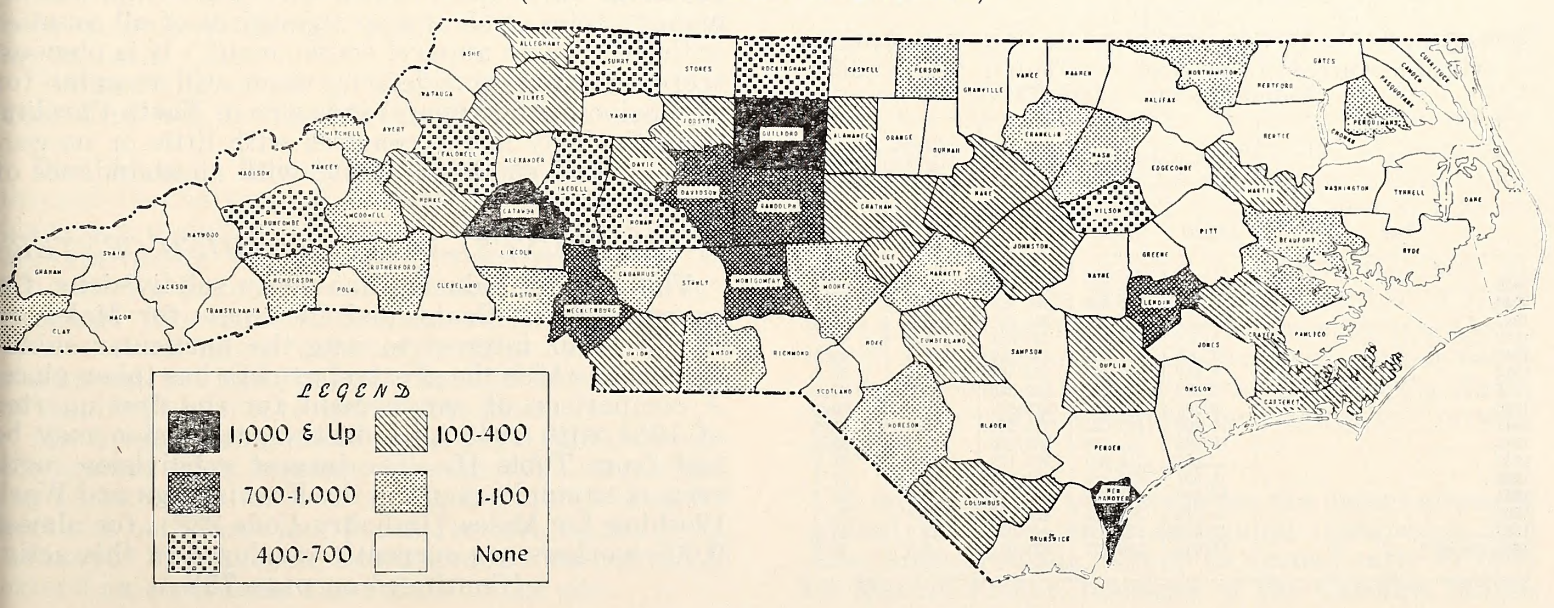
Some idea of the importance of this industry to the State may be had from the size of its payroll and the wide area distribution of its employment.

$35 MILLION INDUSTRY IN 1953

During 1953 the 17,228[3] apparel workers received wages totalling $35,460,000, a gain of 17% over the 1952 payrolls. This substantial payroll figure was attained despite the fact that the average weekly earnings per apparel worker in 1953 was only $39.58, which was somewhat below the State average of $53.94 for all covered industries. This lower aver-

[1] 1939 was first year in which employment data are available under the Employment Security Program.
[2] See Winter-Spring, 1954 (Machinery Issue) of the E.S.C. Quarterly.
[3] Monthly average employment.

DISTRIBUTION OF STATE'S APPAREL EMPLOYMENT BY COUNTY
(First Quarter 1954 Employment)



age is no doubt due to two principal factors, namely: (1) the seasonal nature of the industry (i.e., employment only in season); and (2) the newness of the industry which has a number of new firms that must train large numbers of learners (at learners' wage rates) to become proficient production workers (who command wage rates commensurate with their skills). These two factors (seasonal employment and new industry) are borne out by the fact that the apparel industry as a whole paid an average contribution rate on taxable wages of 1.99% in 1953 as compared with an all-industry rate of only 1.13; because more seasonal unemployment in an industry is conducive to a higher contribution rate, and new employers have to pay the maximum 2.7 contribution rate until they have been operating long enough to be eligible for a reduced rate. To illustrate the importance new establishments play in any analysis of the apparel industry in North Carolina just consider the growth in the industry during the latest year: from the first quarter of 1953 to the corresponding period in 1954 apparel employment spurted from 16,445 to 17,923—a rise of 9% which is a tremendous growth for any industry in one year.

CONCENTRATED IN PIEDMONT AREA

Forty-nine or about half of the counties in North Carolina have some covered apparel employment as can be seen in the accompanying map of the State. Despite this seemingly scattered employment, there is a definite concentration of employment in an apparel belt in the middle-western counties bounded by Rockingham County on the northeast, Montgomery on the Southeast, Mecklenburg and Catawba on the southwest, and Surry on the northwest. Within this 16-county area (including Stanly, Stokes, and Yadkin which had no covered apparel employment in first quarter 1954 and Cabarrus with very little apparel employment) will be found over 10,000 workers or 58% of total apparel employment in the State. The other important counties in which a concentration of apparel firms will be found (400 or more workers) are Buncombe and Caldwell counties in the Mountain Region and New Hanover, Lenoir and Wilson counties in the Coastal Region.

Guilford County leads the State as an apparel center; in fact, its apparel employment (about 3,000)

TABLE I
APPAREL INDUSTRY IS GROWING IN NORTH CAROLINA
(Trend of Covered Employment in Apparel, Textile and Manufacturing) 1939-1954

Year	Covered Employment in:			Percent of Total Mfg. Employment	
	Apparel	Textile	All Mfg.	Apparel	Textile
1939	6,240	194,067	303,830	2.1	63.9
1940	6,136	205,666	317,487	1.9	64.8
1941	7,451	230,802	361,184	2.1	63.9
1942	8,138	236,800	383,541	2.1	61.7
1943	7,905	232,229	396,719	2.0	58.5
1944	7,833	216,157	381,517	2.1	56.7
1945	7,873	203,661	352,649	2.2	57.8
1946	9,239	222,597	372,914	2.5	59.7
1947	10,699	227,022	388,286	2.8	58.5
1948	10,665	234,748	399,365	2.7	58.8
1949	12,097	216,501	373,173	3.2	58.0
1950	13,001	229,415	401,917	3.2	57.1
1951	13,919	233,217	422,814	3.3	55.2
1952	14,644	232,885	425,997	3.4	54.7
1953	17,139	237,648	440,220	3.9	54.0
1954 (1st qtr.)	17,923	226,877	421,621	4.3	53.8

TABLE II
COMPARATIVE GROWTH BY APPAREL SUBDIVISIONS
FIRST QUARTER 1954 VERSUS 1945

Apparel Subdivisions	Industry Code	1st Quarter Apparel Employmen			
		1954		1945	
		Number	% of Total	Number	% o Tota
All Apparel	23	17,923	100.0	8,100	100
Suits, Coats, Overcoats, Males	231	265	1.5	6	0.
Furnishings, Work Clothing, Males	232	8,801	49.1	4,260	52.
Women's & Misses' Outerwear	233	1,399	7.8	283	3.
Undergarments, Women, Children	234	4,158	23.2	630	7.
Children's & Infants' Outerwear	236	762	4.2	71	0.
Misc. Apparel & Accessories	238	1,358	7.6	982	12.
Misc. Fabricated Textile Products	239	1,178	6.6	1,868	23.

is almost three times its nearest rivals, New Hanove and Catawba counties, both of which have over 1,00 apparel workers. Fifteen counties accounted fo 13,671 or 76 percent of the 17,923 covered appare workers in the first quarter 1954. They are as fo lows (average 1st quarter 1954 employment an 1953 total wages): Guilford, 3006—$6,986,055 New Hanover, 1204—$2,681,102; Catawba, 1191– $2,472,996; Mecklenburg, 995—$1,938,445; Mont gomery, 981—$2,401,496; Davidson, 903—$1,792 294; Randolph, 844—$1,829,320; Lenoir, 802—$1 256,417; Buncombe, 656—$1,400,758; Rockingham 585—$1,480,536; Iredell, 584—$985,717; Wilson 566—$885,346; Surry, 530—$767,944; Caldwel 420—$703,811; and Rowan, 404—$692,450.

The next group, comprised of 17 counties wit from 100 to 400 workers, accounted for 3,450 of th first quarter 1954 total apparel employment. Ap parel employers in these counties paid $6,129,210 i total wages in 1953. These 17 counties, with firs quarter 1954 employment, are: Lee, 355; Carteret 340; Craven, 250; Union, 236; Burke, 236; Colum bus, 230; Alamance, 221; Johnston, 202; Forsyth 195; Wake, 193; Davie, 172; Duplin, 168; Chatham 165; Martin, 137; Alleghany, 129; Wilkes, 112, an Cumberland, 109.

Seventeen other counties had from one to 100 ap parel workers in the first quarter, or a total of onl 805 for the group. Thus it can be seen that the 5 counties in the State with no covered apparel em ployment (as compared with 25 with no textile em ployment) plus the 17 with very little employment makes a total of 68 or over two-thirds of all counties with little or no apparel employment. It is obvious therefore, that considerable room still remains fo expansion of the apparel industry in North Carolina —particularly in the counties with little or no cur rent apparel employment but with an abundance o female labor.

FURNISHINGS—WORK CLOTHING CENTER

The apparel industry has many subdivisions, fo example, Suits, Coats, and Overcoats for Males, s it will be of interest to note the particular subdi visions in which the greatest growth has taken place A comparison of employment for the first quarte of 1954 with 1945 by industry subdivision may b had from Table II. The largest subdivision, with respect to employment, is the Furnishings and Worl Clothing for Males (Industry Code 232), for almos 9,000 workers are currently employed in this activ

(Continued on page 75)

New Garment Firms Started and to Start Soon in This State

Midland Mills of North Carolina, at Midland in Cabarrus County, is a new firm organized to take over the old Champion Hosiery Mill building and convert it into a plant to manufacture cotton knitted garments, both outerwear and underwear.

Philip Gesoff, president of the new firm, sold his interest in the General Knitting Mills at Monroe to head the new industry. He and his family live on Park Rd., Charlotte. Leon Senanoff, from Allentown, Penna., has moved to Charlotte as secretary and treasurer of Midland Mills and has charge of production. Mr. Gesoff will handle sales.

Machinery was being installed in the converted plant and work was started with about 25 learners. When the plant reaches capacity to employ about 100 workers, the firm plans to purchase fabrics for the production of its knitwear lines, some of it to be produced on contract for other firms.

The Jerold Corporation of Pittsburgh, Penna., has announced through its vice-president and general manager, S. Gerald Isley, that it would begin training a staff late in 1954 to manufacture outerwear, jackets and sportswear for women and children.

The old bagging company building behind Jones Brothers' Furniture Store on Highway 301 was reconditioned to serve as a pilot plant for training workers. Later the company will occupy a new air-conditioned building containing 20,000 sq. ft. of floor space which will be constructed by Smithfield Industries, Inc. on a 19-acre site, located on the east side of Highway 301 just south of the Smithfield corporate limits. When completed the new plant is expected to employ about 150 persons, largely women.

Catawba Garment Co. at Catawba, manufacturing women's blouses, has been sold by its owner, Charles Cornerbert of New York City, to the Elmo Blouse Co. and Joseph Addonisio and M. Manera, and extensive expansion of the operation is in process.

The former firm, established in 1950, employed about 80 persons, but the new firm is expanding its activities and expects to have as many as 200 employees early in 1955. New machines have been installed and a training school for new workers has been in process through cooperation from the Catawba Lions Club.

The building owned by Dorsey Realty Co. of New York City was not included in the transaction.

The Ahoskie Industrial Development Co., Inc., through its chairman, J. C. Sessoms, announces that plans are underway for incorporating the Ahoskie Manufacturing Corp. with authorized capital of $540,000 for the purpose of manufacturing children's clothing. The name of the firm which is to take extensive stock in the new corporation had not been announced, nor had disclosure been made of the name of the firm which is to operate the plant.

Mr. Sessoms announced plans for a $285,000 air-conditioned plant, masonry constructed, and containing 55,000 sq. ft. of floor space, to be built on a 5.2 acre site on Sunset and Peachtree Sts., opposite the Armory. The Ahoskie Town Council has agreed to extend an eight-inch water main to the site.

Mylecraft Manufacturing Co., Inc., was organized in 1953 and began equipping a plant and training employees at Rich Square in the manufacture of ladies' pajamas. Operations actually started in August, 1953. This firm, with Miss L. V. Myles as president and owner, is a contract plant to manufacture pajamas for L. V. Myles, Inc., 149 Madison Ave., New York City, of which Miss Myles also has controlling stock interest.

Miss Myles also is president and owner of Carolina Contracting Co., also manufacturing pajamas on a contract basis for L. V. Myles, Inc. This firm is employing Negro women workers exclusively. Pilot plant operations have started and 20 or more Negro women workers were being trained in the operations.

Supak and Sons, manufacturing children's winter clothes in Minneapolis. Minn., since 1933, will move its entire facilities to Elizabeth City and begin operations early in 1955. Nathan Supak, president, notified Ben E. Douglas, director, N. C. Dept. of Conservation and Development, of completion of negotiations for this transfer. Heman Odt is vice-president of the company.

Supak and Sons will occupy a building now being erected by Albemarle Industries, Inc., Elizabeth City, at a cost of $175,000. The building will contain 42,000 sq. ft. of floor space. The firm expects to employ between 250 and 300 workers when the plant is completely staffed.

President Supak expressed appreciation of his organization for assistance given by the Elizabeth City Chamber of Commerce, Albemarle Industries, Inc., and C & D for their cooperation and assistance in finding and providing "such a fine location for our manufacturing facilities as the one in Elizabeth City."

Nash Garment Co., Nashville, a home owned industry, plans to begin the manufacture of children's dresses early in 1955. Officers of the new firm are J. P. Alford, Whitakers, president; Mrs. Nellie W. Alford, his wife, secretary-treasurer; Mrs. Bonnie Johnson, his sister, vice-president, and the latter's husband, V. B. Johnson, production manager.

This new firm will employ about 50 women and will occupy the old Evans Lumber Co. Building as temporary quarters. This building is being renovated for the new industry by John Evans, owner, and will be occupied at a nominal rent. Mr. and Mrs. Johnson have had extensive experience in dress manufacturing as managers of a plant in Newport News, Va.

Credited with assistance in making this new industry possible are the Nashville Chamber of Commerce, the Nashville Industrial Development Corp., the N. C. Department of Conservation and Development, Carolina Power and Light Co., and the Rocky Mount office of the Employment Security Commission.

A new industry in Monroe for the manufacture of quilted products, such as quilted bedspreads and other such products, was to be opened early in 1955 by Manuel Fisher, manager of the Carolina Manu-

facturing Co., Monroe, manufacturing bedspreads and other such items.

Announcement of the new industry was made by Director Ben E. Douglas of C & D late in December. Fisher, he said, had leased 6,250 sq. ft. of floor space in Monroe to produce quilted products on a contract basis for large outlets. Plans call for employment of about 50 persons, 20 of them women, with additional employees as production increases.

Carolina Manufacturing Co. has been in operation for more than two years and its employment has increased to more than 150. The firm produces such household domestic items as bedspreads, pillow cases and table cloths.

Dixie Knitwear Co., Charlotte, has begun production of polo shirts and knitted sportswear at 1117 Belmont Avenue. Partners are L. S. Freemer and A. Chanton, both formerly of Philadelphia. The plant is being equipped with the latest type knitting machines which will eventually number 75 and employ 50 workers.

Rowan Manufacturing Co., Salisbury, makers of "Durable" swim wear products, has leased a 10,000 sq. ft. building, with 25 to 40 employees presently and ultimately 100.

Cumberland Manufacturing Co., making blue jeans, ladies' shorts and play clothes, planned to employ 100 to 150 workers in a 16,000 sq. ft. building, operations starting in December, 1954, Milton H. Zauber, Jr., president, announced to Winston-Salem Journal November 16, 1954.

Hamlet Products Co., Hamlet. All information on this firm is marked "confidential" and cannot be released.

The Granville Manufacturing Co., Oxford, began manufacture of women's cotton house dresses in June, 1954, with 35 trainees, ultimately to employ 100, mostly women.

Knitmade Mills, Inc., Newton, began operation in July, 1954, and will employ 125 workers in producing infants' knitted accessories.

NOTE: Most of information in this article was supplied by the office of Paul Kelly, director, Research and Statistics Section, Division of Commerce and Industry, N. C. Department of Conservation and Development.

Many Medium, Small Sized Plants Manufacturing Apparel

North Carolina contains approximately 200 apparel or garment manufacturing plants operated by about 175 firms, with about 25 branch subsidiary or contract plants operating generally in cities or communities outside the localities in which the main plants are located. This overall number does not include any plants—and probably a goodly number are in operation—which are not covered by the Employment Security Law; that is, those with less than eight employees.

This number also includes probably more than 35 plants which are classed as needle trade plants but which, strictly speaking, are not actually engaged in apparel or garment manufacturing in the usually accepted sense of the term. These include firms making tarpaulins, tents, awnings, carpets, druggets, rugs, bags, mops, ribbons, work and professional aprons, stage decorations and supplies and various other coverings for many articles, made of canvas, rubberized, coated other materials or combinations of materials.

The bulk of the North Carolina produced articles of clothing are shirts, work and play clothes, underwear, outerwear, gloves, neckwear, handkerchiefs, garters, belts—many of which include garments for men, women, boys, girls and infants.

Special articles appear in this issue on about 65 of the larger firms. In addition, about 100 other firms, numbers of them prosperous and going industries, are operating in many communities in the State. About 25 new firms have started making garments in North Carolina during the year 1954, or have announced plans for beginning operations early in 1955. Some are not yet covered by the Employment Security Law because they have not been operating long enough to be subject to the law.

Listed below are firms about which special articles do not appear, but which, according to recent records, are in operation, although in a few cases they may have been absorbed by or included in other operations, or one now and then may have suspended operations. The list, as nearly accurate as can be ascertained, follows:

Men's, youths', and boys' furnishings, work clothing, and allied garments:

Polkton Manufacturing Co., Polkton
Highway Manufacturing Co., Morganton
Hickory Overall Co., Hickory
Eureka Knitwear Mill, Hickory
Stonewall Overall Co., Lexington
Lexington Mfg. Co., Inc., Lexington
B & F Mfg. Co., Inc., Mocksville
Fletcher Bros. Co., Winston-Salem
Big Winston Garment Co., Winston-Salem
Sherrod Shirt Co., High Point (bought by Anvil Brand)
Era's, Incorporated, Mooresville
Allen Overall Co., Charlotte and Monroe
H. J. Withers Mfg. Co., Charlotte
B & C Knit & Sports, Huntersville
Armored Garments, Inc., Spruce Pine
Kaley Shirts, Inc., Biscoe
Don Juan Mfg. Co., Hertford
Asheboro Tie Co., Asheboro
Ann Mfg. Co., Inc., Granite Quarry
D and W Shirt Co., Mount Airy
Defiance Mfg. Co., Lowgap

Women's and Misses' Outerwear:

Claremont Blouse Co., Inc., Claremont
Elmo Blouse Co., Inc., Catawba
Donna Shops, New Bern
Jay Apparel Co., New Bern
Florence Fashions, Youngsville
Ginet, Inc., Charlotte
Jefferson Mfg. Co., Charlotte
Carolina Maid Products, Inc., Granite Quarry
Doncaster Collar & Shirt Co., Rutherfordton

Women's, Misses', Children's, and Infants' Under Garments:

Hemlock Mfg. Co., Inc., Granite Falls
Brumby Forsyth Textile Mill, Murphy
Howard Knit Products, Inc., Bessemer City
Piedmont Blouse Co., Greensboro
Walter J. Munro, Statesville
W. W. Wall Co., Marion
Stately Lady Nitewear, Inc., Charlotte
Walter & Michael, Inc., Charlotte
Archdale Mfg. Co., Inc., High Point
Berkeley Mfg. Co., Asheboro
Lloyds Lingerie, Inc., Madison
Carole Industries, Inc., Thomasville
Haynes Textile Co., Mount Airy
Partridge Textiles, Inc., Mount Airy
Carolina Bloomer Co., Elkin
Parkway Textile Co., Inc., N. Wilkesboro

Children's and Infants' Outerwear:

The Betsy Ross Co., Inc., Washington
Guilford Products Co., Greensboro
Ruth Originals, Inc., Hendersonville
Mountain Top Co., Hendersonville
Eanes Mfg. Co., Inc., Stoneville
Lingle & McCombs Mfg. Co., Granite Quarry

Miscellaneous Apparel and Accessories:

Carolina Handkerchief Co., West End
L. C. Langston & Sons, Arden
Kannapolis Mfg. Co., Kannapolis
Dize Awning Tent Mfgs., Winston-Salem and Greensboro
Kearns Tent & Awning Co., High Point
The Candlewick Corp., High Point
D. W. Norvell Tent Mfg., Greensboro
Greensboro Bag Co., Inc., Greensboro
Stage Decoration & Supplies, Greensboro
Beacon Hill of N. C., Fletcher
Piedmont Mop Co., Inc., Charlotte
Charlotte Tent Awning Co., Charlotte
Dixie Bag Co., Inc., Charlotte
Novelty Curtain Mfg. Co., Inc., Charlotte
Harper & Crawford Bag Co., Inc., Charlotte
Carolina Awning & Tent Mfg. Co., Rocky Mount
Wertheimer Bag Co., Wilmington
Pacific Mills (Person Mill Div.), Roxboro
Reidsville Distributing Co., Reidsville
Carolina Manufacturing Co., Monroe
Wake Mfg. Co., Inc., Fuquay Springs
Union Craft Co., Wingate
Wilson Mfg. Co., Wilson

Miscellaneous and New Firms:

Hunter Brothers Co., Inc., Statesville
Edith Lynn Mfg. Co., Asheville
Carolina Canvas Co., Wilmington
Alamance Awnings, Burlington
Albemarle Awning, Elizabeth City
Diamond Brand Canvas Product Co., Naples
Durham Awning Co., Durham
Gittlin Charlotte Bag Co., Charlotte
Thomas Williams & Son, Raleigh

ARTICLES ON SEVERAL FIRMS NOT INCLUDED; NO DATA OR APPROVAL

In preparing material for this issue the editor has contacted officials of 70 larger garment manufacturing firms, 66 by personal visits and four by letters. These firms operate 22 branch, subsidiary or contract plants in 21 communities in North Carolina, exclusive of the headquarters plants.

As a result of these contacts, articles appear in this issue describing operations of 65 firms. In a few instances officials declined the opportunity of having articles carried on their firms for reasons satisfactory to themselves; in some others articles were prepared and for various reasons were not returned with approval in time to be included in this issue. Among the firms contacted and about which articles are not carried are the following:

P. H. Hanes Knitting Co., Winston-Salem (Knitting)
Washington Mills Co., Mayodan (Knitting)
Mount Airy Knitting Mills Co., Mount Airy (Knitting)
Biltmore Mfg. Co., Inc., Biltmore-Asheville
Southern Glove Mfg. Co., Conover
Greensboro Mfg. Corp., Greensboro
Bates Nitewear Co., Greensboro
Tuftwick Corporation, Greensboro
Columbus Mfg. Co., Tabor City
Monleigh Garment Co., Inc., Mocksville
Rickman Mfg. Co., Inc., Salisbury
Monroe Crafters, Inc., Monroe
Port City Hosiery Mills (Lingerie), Wilmington
Warsaw Mfg. Co., Warsaw
Fairmont Mfg. Co., Inc., Fairmont
Perry Mfg. Co., Mount Airy
Mills Mfg. Co., Woodfin, Asheville
Leisure Lads, Inc., Salisbury
Win-Ann Mfg. Co., Monroe
Apparel, Inc., Mebane
Fayetteville Shirt Corp., Fayetteville
Frederick Tailoring Co., New Bern
Sherayne Blouse Co., Wilson

N. C. APPAREL PRODUCTION EXPANDS

(Continued from page 72)

ity. North Carolina has been long famous as a manufacturing center for men's work clothing. Nevertheless, employment even in this group has doubled since 1945.

Another group that has shown an even more phenomenal growth during the past ten years, although now comprising only about half the number of workers found in the first group above, is Undergarments for Women, Misses, Children and Infants. Over 4,000 workers are now employed in this segment of the industry as compared with less than a thousand in 1945.

The next significant growing group is Women's and Misses' Outerwear which has grown from less than 300 in 1945 to about 1,400 currently. The group Children's and Infants' Outerwear has also enjoyed a considerable percentage growth, rising from less than 100 workers in 1945 to almost 800 currently. Although it is admittedly conjectural, it would not be surprising to see the greater portion of the industry's employment expansion taking place within these last two groups in the next few years. But the growth possibilities in the entire apparel industry appear quite good for, if anything, the expansion of this industry in North Carolina has increased in tempo in the past few years.

In 1954 more than 175,000 of the million insured North Carolina workers drew at least one unemployment insurance payment. Roughly, an average of 2.5 payments averaging about $17.00 each, went to insured workers.

Highlights of Greensboro's Industry and Employment

By ELIZABETH DEKAY JOHNSON, *State Labor Market Analyst, Bureau of R & S, Employ. Sec. Com.*

This is the fourth of a series of articles discussing employment conditions in leading North Carolina cities. Greensboro was selected for this issue since it leads in employment in apparel manufacturing.

Greensboro, centrally located in Guilford County in the Piedmont section of North Carolina, has a population of over 75,000. It is the hub of a municipal wheel with five cities and numerous towns and villages within a 25 to 30 mile radius. Within this radius reside almost half a million persons, about equally divided between rural and urban areas. Readily accessible by rail, air, and highway, Greensboro is most favorably situated from the standpoint of commuting for employment and for trade, and for the movement of material to more distantly located places.

Though this city has experienced a steady, healthy growth during the years, the past decade saw a more-than-substantial population increase of 25.4%. Guilford County had a 24.1% population gain; adjacent Alamance, 24%; Davidson, 16.6%; Forsyth, 15.5%; Randolph, 14%; and Rockingham, a 11.9% gain. Thus, it can be assumed that the potential labor supply within a commuting range of Greensboro has increased at a rate in excess of that of the State as a whole which had an average gain of 13.7 percent.

Greensboro firms employ well over half (21,500 to 22,500) of the persons engaged in manufacturing in Guilford County and almost three-fourths (28,000 to 29,000) of those in nonmanufacturing. The number of wage and salaried workers ranges from 50,000 to over 51,500 depending on the season of the year, while total employment is from 59,500 to over 61,000.

Textile manufacturing dominates the employment picture in Greensboro, accounting for 12,500 workers. Over half of these are in mills producing broadwoven fabrics, most important of which are denim, flannel, and cotton dress fabrics, rayon, acetate, nylon, and fabrics combining these synthetic materials. More than 1,000 are employed in yarn and thread mills; 1,200 to 1,500 are in knitting mills, manufacturing such products as ladies hosiery, men's elastic top and slack socks, boys' golf hose; tricot fabrics; and, lingerie. Another 1,200 to 1,500 are engaged in dyeing and finishing of textiles and hosiery.

More people are employed in the manufacture of apparel in Greensboro than in any other city of the State, and two of the three largest plants in the State (employment from 600 to 1000) are located there. Total employment of the seven major firms and numerous smaller establishments engaged in the manufacture of apparel and other finished products from fabrics is about 2,250 persons.

Greensboro is the location of some of the nation's largest producers of denim work clothes and overalls. Within the past few years this material has found great acceptance in sportswear, and now these firms also make children's boxer shorts and longies, men's and women's slacks and sport shirts and shorts of denim. Other apparel manufactured by Greensboro firms include cotton pajamas and nightwear for ladies and children, tricot nightwear and lingerie for ladies, and children's dresses. One firm, whic manufactures canvas tents and awnings, specialize in outdoor canopies for use in cemeteries.

There are 15 firms manufacturing non-electrica machinery and parts, and one manufacturing elec trical machinery in Greensboro—total employmen about 2,000 persons. Electrical products includ defense connected radar, electronic control and firin systems, and special communication equipment Though, employment-wise, electronics manufactur ing dominates this industry, the manufacturers o metalworking machinery and special industrial ma chinery are very important from the standpoint o the economic and industrial life of the city and state

Among the products of these firms are: ripsaws blower-fans, knife-setting and grinding machines power shears, automatic hydraulic stroke sanders machine tools, woodworking machinery, planers an matchers, wooden and metal ribbed reeds, ree brushing machines, expansion combs for slashers and machines according to special design and speci fications. One firm engineers, manufactures and in stalls electric freight and passenger elevators, dumb waiters and oil hydraulic elevators, others specializ in small parts for textile machinery.

In addition to the "big three" of manufacturing— textiles, apparel, and machinery—food and chem icals rank high with some 1,500 and 800 respectively Firms engaged in the manufacture of food and kin dred products include: bakeries, soft drink bottlin plants, grain and feed mills, and meat processin establishments. Chemical manufacturers include fertilizer, pharmaceutical preparations, paint, indus trial chemicals, animal fats and oils, and fuel fo jet engines.

Other manufacturing, with employment of fron 3,000 to 3,500, depending on the season, includes tobacco processing, the manufacture of cigars, furni ture, paper bags, concrete blocks, ceramic pipe, an bricks. There are also foundries and producers o hand tools, heating apparatus, fabricated structura metal products and a wide variety of miscellaneou articles produced in smaller quantities.

The importance of non-manufacturing industrie is shown by the fact that of nonagricultural wage an salaried workers, almost 56% (28,000 to 29,000) ar so engaged. Greensboro is an important distribu tive center, topped only by Charlotte, and from 11, 500 to over 12,000 persons are engaged in wholesal and retail trade. Service accounts for 7000 person of whom almost 40% are in education. Other servic industries include: hotels, laundries, barber an beauty shops, medical and sanitary services, an auto and other repair services.

Transportation, communication, and other publi utilities employ another 2,800 workers. Governmen (excluding education) accounts for over 1,700. In surance employs some 1,600 persons, almost 70% o whom work for two large companies having hom offices in Greensboro. Finance and insurance hir 700 persons. Construction, though subject to great

(Continued on page 83)

Shirt Manufacturing Making Rapid Strides in This State

Shirt manufacturing actually started as an indus-ry in North Carolina some 35 or 40 years ago, but he greatest growth has been reached in the past ecade. New plants and enlarging plants indicate hat expansion may be expected to mushroom in the ext few years. Increases during the year 1955 may each as high as one-fourth or even one-third above he 1954 banner production.

North Carolina shirt makers produced close to 5,000,000 shirts last year, an unofficial estimate ndicates. These shirts, at manufacturers' prices, robably sold for close to $40,000,000. Some 5,000 vorkers were employed in the shirt factories in the tate, receiving around $8,000,000 in wages and alaries last year. This is definitely a growing and n important section of apparel manufacturing in he State.

Sports shirts, increasing in popularity in the past ew years, constitute the bulk of the shirt production n North Carolina. Probably more than two-thirds f the shirts made in the State are in the sports lassification. These range from popular to high riced garments. Regular or business shirts, often eferred to as dress shirts, in contrast to sports hirts, form a good portion of the production, many f these of high type and for the better class trade. Vork shirts form a smaller but important part of he shirt production.

In the next decade marked expansion in shirt man-facturing and in manufacturing finer shirts may vell be expected.

SAMSONS, INCORPORATED
Kinston, N. C.

Samsons, Incorporated, E. Caswell St., Kinston, vas organized in 1946 by Sam Fuchs, his son, David 'uchs, and his son-in-law, Sol Schechter, as a parent rm, operating two older contract plants in Kinston nd later two subsidiary plants in Wilson and Wash-ngton, N. C. The firm has expanded until it now nanufactures considerably more than 5,000,000 hirts a year and has gross annual sales of approxi-nately $7,000,000.

Present officers of Samsons, Incorporated, are am Fuchs, chairman of the board; Sol Schechter, resident; Max Chused, vice-president, and David 'uchs, secretary-treasurer. This firm has developed apital assets or net worth of approximately $500,-00, including plants, equipment and other assets. 'he four plants employ more than 1100 workers and ave an annual payroll of approximately $1,750,000. 'he plants contain approximately 167,000 sq. ft. of oor space, contain almost 800 sewing machines, and roduce annually around 5,400,000 shirts.

Samsons produces two brincipal brands, "Sam-on" and "Lenoir", in both dress and sports shirts, s well as producing shirts under the brand names f chain and department store customers. These hirts retail from $1.98 to $5.98 each. Principal ma-erials are cotton, rayon, nylon and other synthetic bers and combinations of fibers. More than half f the materials used—about 250,000 yards of piece oods weekly—are bought from North Carolina rms including Cone Mills, N. C. Finishing Co., 'ranston Print Works at Fletcher, and Old Fort Fin-



Shirts, three sports and one regular, made by Samsons, Inc., Kinston, and its affiliated firms.

ishing Co. The firm operates a sales office in New York City and has a force of 40 salesmen covering the entire United States and Puerto Rico.

Samsons was organized to handle operations of the two principal plants in Kinston, Kinston Shirt Co. and Lenoir Shirt Co. The firm then began operation of a branch plant in Wilson and later established the plant in Washington. The name is derived by a combination of the word "Sam" (Fuchs) and his "sons", including sons-in-law.

Kinston Shirt Co., under contract to manufacture goods for Samsons, was organized in 1938 by Sam Fuchs. This plant, manufacturing sports shirts, has developed over the years until the plant now contains 90,000 sq. ft. of floor space and operates 400 machines. It has approximately 500 employees, with an annual payroll of about $750,000. This plant produces around 1,800,000 sports shirts annually.

Lenoir Shirt Co., also a contract manufacturer for Samsons, was organized in 1941 by Sol Schechter, who bought a shirt plant that had been in operation in Kinston for about 15 years. This plant contains 45,000 sq. ft. of floor space in which the Shipping Department and storage space are located. The plant contains 120 machines and employs around 200 workers, with an annual payroll of about $250,000. Production at this plant ranges around 1,200,000 sports shirts annually.

The Wilson plant was started in 1946 as a branch of Samsons. This plant manufactures dress shirts exclusively, producing about 1,200,000 annually. It contains 17,500 sq. ft., operates 130 machines and employs around 275 workers, with an annual payroll of about $500,000. Lester Shadle is superintendent of this plant. The firm has purchased a lot and plans to build a larger building in the near future which will double the capacity and the number of employees.

The Washington plant was completed in August, 1953, having been built with the cooperation of the Washington Industrial Development Corp. and the

Washington Chamber of Commerce. This plant produces sports shirts exclusively, approximately 1,200,000 annually. The building contains 15,000 sq. ft. of floor space and 130 machines. About 175 workers are employed and the annual payroll ranges around $250,000.

Sam Fuchs, founder of the business, has been a shirt manufacturer for 45 years. He operated in New York and Pennsylvania before coming to Kinston in 1938. Gradually and painstakingly he built up his own firm, Kinston Shirt Co., until he and his sons organized Samsons in 1946. He continues active, largely in an advisory capacity, but spends much of his time in Florida.

Sol Schechter, now president of Samsons and son-in-law of Mr. Fuchs, has been in the shirt business for 19 years, six years in New York and 13 years as owner of Lenoir Shirt Co. in Kinston. He is a graduate in Business Administration in the College of the City of New York. His duties are administrative and he is sales manager. David Fuchs is a graduate in Textile Engineering at N. C. State College and has been active with the firm since he graduated in 1946. He is production manager for all of the plants.

Max Chused, another son-in-law of Mr. Fuchs, was engaged in other activities for several years, joining Samsons in 1947. He has charge of quality control and is supervisor of the Washington plant. Lester Shadle, manager at Wilson, has been with the firm for 16 years and opened and has since managed the Wilson plant. He is a Rotarian and last year was president of the Wilson Rotary Club.

SOUTHLAND MANUFACTURING CO.
Wilmington and Benson, N. C.

Southland Manufacturing Co., with offices and plant at Third and Willard Sts., Wilmington, and with a branch plant in Benson, manufacturers of "Sir William" dress shirts and "Blocks" sportswear, was organized and started business in 1922 by William Block and his sons. This became the first of the large shirt manufacturers in the South and has developed into one of the largest shirt manufacturers in this area.

William Block, the founder, operated a shirt factory in Baltimore, Md., for eight years, and he and his sons founded the Southland plant to become a pioneer in shirt manufacturing in the South. The first plant contained about 100 machines and employed about 125 workers. Two of his sons, Charles M. Block and Nathan E. Block, were associated with him in this operation. Joseph M. Block, who had worked in the plant, joined the firm when he finished college. A son-in-law, M. Guld, also joined the firm in 1935.

Since World War II Southland has experienced its greatest expansion, increasing in size and production four-fold as Mr. Block's sons took over more and more of the responsibility in operation. The Wilmington plant now contains 80,000 sq. ft. of operation space in entirely modern air-conditioned buildings and with thoroughly up-to-date machinery and equipment. This firm employs an average of more than 500 workers, with an annual payroll ranging around $1,000,000.

As a part of the expansion program, the Southland opened an entirely modern plant in Benson in 1946 designated as Block's. This plant contains 30,0 sq. ft. of floor space and employs around 250 wor ers, with an annual payroll ranging around one-thi of a million dollars. M. Guld directs the operatio at this plant.

Principal brands of shirts produced are "Sir Wi liam" dress shirts and "Blocks" sports shirts mad of both woven and knitted materials. Materials i clude cotton and synthetics, and a complete line shirts in the popular priced range is produce Southland uses probably 7,500,000 yards of pie goods annually, purchased at a cost of around $2 000,000. Probably half of the piece goods purchase are produced by North Carolina manufacturing ar nishing firms.

Southland shirts are manufactured and distribute nation-wide by a staff of salesmen covering the e tire country. Brands are also produced under th names of many of the best department stores, men shops and chain stores. The firm has around 5,0 accounts and distributes approximately 3,600,0 shirts annually. The New York sales office is loca ed in the Empire State Building.

Southland and its employees have always mai tained friendly relations. By custom, the firm give each employee 2½% of his or her wages, making th distributions twice a year in mid-summer and Christmas time. The company also provides grou life insurance, hospitalization and sick benefits fo all employees with the provision that employees ma bring their dependents under the group coverage fo the policy rates. Coffee breaks are observed twic daily.

Officers of Southland are Charles M. Block, pres dent, in charge of the Credit Department; Joseph M Block, vice-president, in charge of sales; M. Gul vice-president, in charge of production and directin the Benson plant operations, and Nathan E. Bloc secretary and treasurer, with additional admini trative and managerial duties.

William Block, founder, came to the United State from Europe at the age of 14 and was interested i the garment production for around half a century He operated his own plant in Baltimore and was hea of the Wilmington operations for about 32 year He, with the aid of his sons, built a sound and sa business on which his sons have greatly enlarge operations. For several years he was chairman o the board until his death at the age of 80 years i August, 1954.

Charles W. and Nathan E. Block practically gre up in the shirt industry and for a number of yea assumed more and more of the details of operatio and management. They were active in Wilmingto operations from the beginning, almost a third of century ago. Joseph M. Block became an activ member of the firm in 1930. Mr. Guld, a native o Portsmouth, Va., joined the firm of his father-in-la in 1935, and also became an officer of the firm. M Guld opened the Benson plant in 1946, directing it operations since that time.

TROUTMAN SHIRT CO., INC.
Troutman, N. C.

Troutman Shirt Co., Inc., Troutman, with branc plants in Mooresville and Sparta, was organize and incorporated in March, 1920, by L. A. Brow

nd his father, A. G. Brown, with meager facilities. ts gross annual sales have increased in the 32 years f stable operations until they now approach $4,500,-00.

The firm started with 12 machines and 15 employees in making work shirts, production of which vas from 50 to 60 dozen a week. Operations started n a former knitting mill containing about 5,000 sq. t. L. A. Brown and his father were principal officers.

In 1937 A. G. Brown died and L. A. Brown continued to head the firm as president and treasurer. Other present officers are H. T. Brown, vice-president and assistant secretary, and Mrs. L. A. Brown, secretary and assistant treasurer. These officers and owners of all of the stock form the board of directors.

Originally with an authorized capital of $100,000 nd only $5,000 in paid in capital, the capital stock as been increased several times until it is now 500,000, all still owned by members of the Brown amily. Capital assets of the corporation now reach 700,000 while the value of plant and equipment has ncreased to approximately $200,000.

Troutman Shirt Co. moved along satisfactorily in ts operations, doubling its production space. Then n 1941 it actually began its expansion by adding a 5,000 sq. ft. brick building. Again in 1952, 20,000 q. ft. of production space were added. The Troutman perations now are carried on in 45,000 sq. ft. of production and storage space.

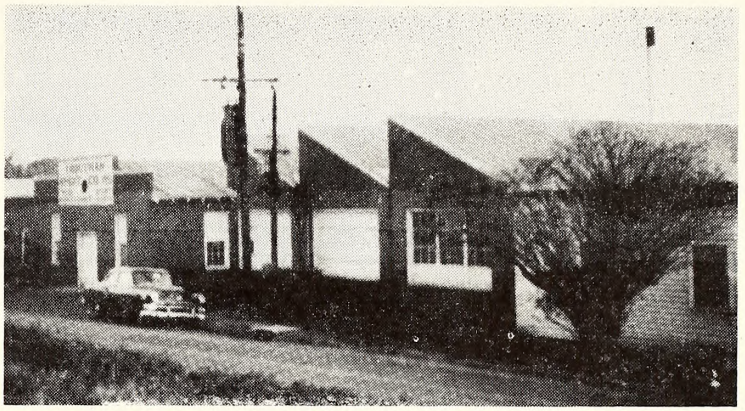
In 1946 the Troutman firm rented a building in Mooresville in which 60 machines are now operated y 66 employees. In 1952 the company erected a modern new building of brick, steel and concrete, containing 20,000 sq. ft. of floor space on a two-acre ite. The plant now employs about 100 workers. The firm has plans to erect another addition next pring containing 40,000 sq. ft. of space, thus giving 0,000 sq. ft. of space in the Mooresville plant. The ew plant, as planned, will give employment to about 00 workers and will treble the Mooresville payroll.

Again in 1948 Troutman rented a building in Sparta and started operations under the firm name f Atwood, Inc. in the production of men's work ants.

Troutman Shirt Co. employs a total of more than 00 workers in the three plants, with an annual payroll of approximately $815,000. When the planned additions have been completed next year and full perations are reached, the total payroll should be round $1,250,000. The Troutman plant now emloys about 200 workers, with an annual payroll of round $375,000. The Mooresville plant has 170 vorkers, with a payroll of about $240,000, and the Sparta plant now employs 135 workers, with a payroll ranging around $200,000.



Modern Mooresville plant of Troutman Shirt Co., Troutman



Home plant and office of Troutman Shirt Co., Troutman

The Troutman firm's gross annual sales range between $4,250,000 and $4,500,000. Included in the annual sales are approximately 3,000,000 work shirts, retail prices ranging from 98¢ to $3.98; almost 1,000,000 sports shirts with retail prices ranging from 98¢ to $3.98, and approximately 1,000,000 pairs of work pants, retailing at $2.00 to $3.98.

In its production, Troutman work shirts are made of chambray, jeans, twills and coverts. Work pants are made of twills and chambray, and sports shirts are made from cottons and nylons. A good percentage of the piece goods used in the manufacture of these products is bought from North Carolina finishing plants. Work shirts and sports shirts are produced in Troutman. The Mooresville plant produces work shirts only, and in the Sparta plant men's work pants are produced. The production of sports shirts was started by the firm in 1952 in the Troutman plant, where work shirts are also produced.

Principal brand names are "Troutman" work shirts and pants, "Red Ram" work shirts and pants, "Morewear" work shirts and "Atwood" sports shirts. Troutman products are distributed nationwide through chain and department stores and wholesalers. in addition to a very good export trade, especially in South American countries. During World War II Troutman filled large contracts for chambray shirts for the Navy.

L. A. Brown, head of the firm during its 32 years of operation, a native of Troutman, is a graduate of Erskine College and attended Princeton University Graduate School, and also spent part of a year in study at Oxford University in England. He taught school in Troutman for one year, and then without prior experience organized and started the shirt factory, the success of which is apparent. H. T. Brown, vice-president, is also a native of Troutman and attended Duke University. For eight years he was with the Standard Oil Co. in Charlotte, and in 1937 joined his brother in the shirt factory. John Simpson is plant manager at Mooresville, and W. C. Barker is the Sparta plant manager.

MOREHEAD CITY GARMENT CO., INC.
Morehead City, N. C.

The Morehead City Garment Co., Inc., 1504-08 Bridges St., Morehead City, has been one of that resort city's principal industries for more than 18 years. Starting modestly, it has expanded extensively and increased its production until it now makes more than a million sports shirts annually and has recently completed a branch plant at Lillington,

which will produce probably more than half as many more shirts.

The Morehead City Garment Co. was organized and incorporated in 1936 by Mr. and Mrs. J. W. Jackson as a firm to produce shirts on a contract basis for the Beaver Shirt Co. in New York City, continuing this type of operation for about three years. At that time Mr. and Mrs. Jackson acquired half interest in the Beaver Shirt Co. and J. Peters, president of the Beaver Shirt Co. acquired half interest in the Morehead City Garment Co.

When the Morehead City Garment Co. was first organized, it leased a building containing 18,000 sq. ft. from the City of Morehead City. As business increased the company erected additions from time to time until three separate wings had been erected, containing 30,000 sq. ft. of floor space, giving the plant 48,000 sq. ft. of production space. The firm now employs from 350 to 400 workers, 90% of whom are women, with an annual payroll ranging around $800,000.

The Morehead City Garment Co. produces sports shirts exclusively. Its production ranges around 90,000 dozen or 1,080,000 shirts annually. In bulk these shirts make up about four carloads a week or a little less than a full carload daily.

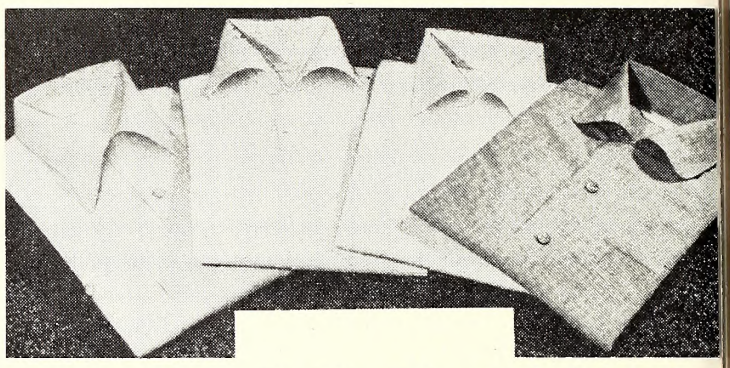
The Lillington Garment Co., totally owned by the owners of the Morehead City Garment Co., started operations in temporary quarters in Lillington last summer, pending the erection of a modern factory building by the Industrial Development Corp., composed of Lillington citizens. This building of brick, steel and concrete is due to be completed by the time this item appears. It contains 31,000 sq. ft. of floor space, all on one floor, and is air-conditioned. The building is so constructed that it can be conveniently enlarged. The cost was approximately $160,000. When completely staffed this plant will employ about 250 people with an annual payroll ranging around $600,000. This is Lillington's largest industry, and will be about two-thirds the size of the Morehead City plant.

Employees of the Morehead City Garment Co. are provided the hospital insurance plan paid for by the company, and after two years of employment an employee may bring members of his family under the plan. The company also makes available for its employees group life and group health insurance plans. The company provides one week of paid vacation at Christmas time and another week around July 1 for eligible employees.

An interesting feature is that during the past three years religious services have been conducted at the plant each Wednesday at 9:00 A.M., continuing for 30 minutes. The Carteret County Ministerial Association arranges and conducts the service, one of its members having charge each week.

Present officers of the Morehead City Garment Co. are Mrs. J. W. Jackson, president; J. Peters, New York City, vice-president; Abe Silverman, New York City, secretary; Truman D. Kemp, treasurer and general manager, and C. V. Hooper, coming from Alamance County, is office manager and assistant secretary.

Mr. and Mrs. Jackson, from Lykens, Penna., had operated their own shirt plant there before coming to Morehead City to organize and start the plant here



Group of roll collar sports shirts made by Morehead City Garment Co.

in 1936. Their operations in garment manufactu ing cover a period of 28 years. Following Mr. Jack son's death in 1947, Mrs. Jackson took complet charge of the firm and has since operated it very suc cessfully. She and Mr. Kemp handled the plans fo the new plant at Lillington. Mr. Kemp, general mar ager, has been engaged in shirt manufacturing fo 25 years in Pennsylvania, Alabama and Tennesse Mr. Kemp came to Morehead City in 1949 as produc tion manager. Early in 1951 Mr. Kemp assumed th full duties of general manager. In June of 195 Mr. Kemp and Mr. Silverman became partners i the business. Mr. Hooper, office manager, becam a partner in June of 1954.

Mr. Silverman was transferred from the Beave Shirt Co., which is the sales organization, in 193 as superintendent of finishing and shipping. He ha had continuous service with the company since tha time with the exception of 3½ years in the servic of the U. S. Army, Quartermasters Division, havin overseas duty.

McNEER DILLON CO.
Statesville, N. C.

McNeer Dillon Co., 550 S. Center St., Statesville had its beginning in High Point in August, 1919 when P. McNeer Dillon established the Dillon Kearn Underwear Co., later becoming Dillon-Vitt Under wear Co. Operating through several ups and downs the firm now produces approximately 1,200,00 dress and sports shirts annually and its annual gros sales exceeded $2,000,000.

The earlier underwear firm moved from Hig Point to Statesville in 1924, continuing operation until fire destroyed the plant in 1933. At that tim the firm purchased the Moffett Underwear Co. i High Point, moved back to that city and was i operation again within four weeks. In 1935 the firm took a huge government contract for C.C.C. camps Because of refused shake-down attempts the large shipment was turned down causing the firm to g into bankruptcy.

Later in 1935 P. McNeer Dillon organized the Mc Neer Dillon Co. as individual owner. Starting with 30 employees he now employs from 250 to 350 work ers, operating in four plants with floor space close to 40,000 sq. feet. Mr. Dillon owns two of the build ings and leases two others. His annual payroll is around $500,000, and the value of his plant and equipment is approximately $250,000. He has pur chased equipment for the fourth plant, and when it is completely installed and operations begin he ex pects to employ from 125 to 150 more workers.

McNeer Dillon manufactures men's and boys' sports shirts, and this year started the production of a line of ladies' man-tailored shirts, which has developed rapidly and is expected to reach a point where it will be 20% of production. Approximately 100,000 dozen shirts are produced annually, and the plant's capacity is expected to reach 170,000 dozen shirts a year. Retail prices range from $1.35 to $3.95 each. Materials include cotton, broadcloth, prints, some rayon, and the firm is planning to produce shirts from dacron in the near future. McNeer Dillon produces shirts under its own brand and under brands of other firms, distributing its products nation-wide by its own sales force to department and chain stores.

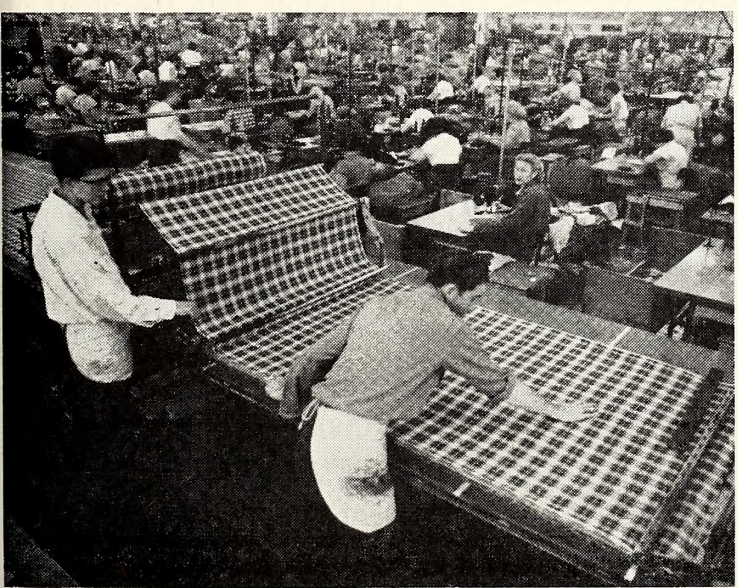
McNeer Dillon Co. is not incorporated and Mr. Dillon is the sole owner. He is a native of Lynchburg, Va., his family moving to Greensboro in his youth. He worked in a bank in Greensboro before starting his first underwear plant in 1919 and has thus been in the garment making business for about 35 years. His son, P. McNeer Dillon, Jr., who was released during the summer as a Lt. Jr. grade from the U. S. Navy after three years service, has joined the firm and is learning the industry in order to take over the firm when his father retires.

McNeer Dillon operates more than 300 sewing machines and has been assisted for a number of years by the Statesville office of the Employment Security Commission in testing and referring sewing machine operators.

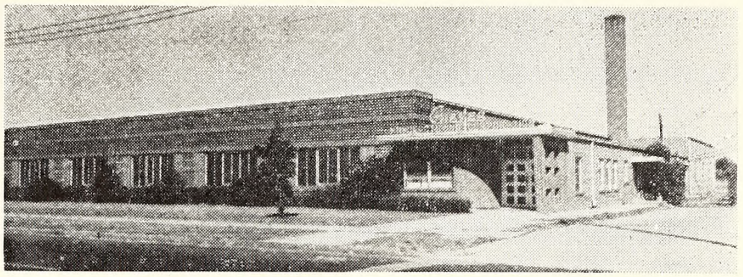
GARVER MANUFACTURING CORP.
Wilmington, N. C.

Garver Manufacturing Corp., 1213 S. 13th Street, Wilmington, was organized and incorporated in September, 1946, by Robert Kallman, P. E. Garver and Harry Kanter and started operations in a downtown building on Princess Street, with about 25 employees and limited equipment. This firm has developed into one of Wilmington's important industries with an annual payroll exceeding $600,000.

Garver Manufacturing Corp. was established in Wilmington through the efforts of Industrial Properties, Inc., an organization of Wilmington business



Preparing piece goods for cutting out shirts, front, and sewing room of Garver Mfg. Co., Wilmington



Up-to-date office and plant building of Garver Mfg. Co., Wilmington

and professional men to promote the development of industries in Wilmington. This local corporation assisted the Garver firm in financing the building and assumed the mortgage, which has since been paid off. Among the local citizens interested in this movement were the late Harris Newman, Howard Penton, R. J. Thornton and others.

The present modern one-story, brick and steel building was started soon after the company was organized and was occupied a year later in 1947. This building, containing 30,000 sq. ft. of floor space, cost approximately $250,000 and is completely air-conditioned. The plant is equipped with about 200 modern Singer sewing machines of various types. The Wilmington office of the Employment Security Commission assisted the firm in staffing the plant by administering aptitudes tests to applicants and referring workers considered suitable for the sewing and other plant operations.

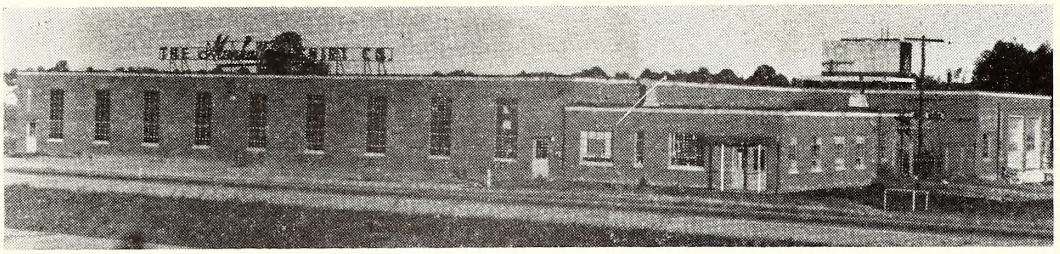
Sports shirts exclusively with long and short sleeves and semi-dress are produced by Garver. The firm manufactures more than a million shirts annually, making some of them under their own brand, but most of them bearing the brands of chain stores supplied. The sports shirts produced have a retail price of $2.95, $3.95 and $4.95 each and are distributed nation-wide. Probably more than 50% of the piece goods used in making shirts, largely of synthetic materials, are purchased from North Carolina manufacturing and finishing plants.

Garver Manufacturing Corp. operates 50 weeks in the year and basically on a 40-hour week. The plant has never had a shut-down in its several years of operation and has had only one slow-down to three days of work a week for six weeks to change styles. About 95% of the workers are women. A cafeteria is operated for the benefit of the employees and supervised recreation includes basketball and bowling teams. The company employs around 300 employees, with an annual payroll exceeding $600,000.

First officers of the Garver firm were Harry Kanter, chairman of the board; P. E. Garver, president; Robert Kallman, vice-president; and Harriss Newman, secretary and treasurer. Mr. Kanter is still chairman of the board; Robert Kallman is now president; J. E. Mowbray, vice-president; H. R. Blakeman, secretary and treasurer. J. E. Cushing is plant superintendent.

THE MANHATTAN SHIRT CO.
Lexington, N. C.

The Manhattan Shirt Co., Lexington, located on East Second Ave. and the Route 29 By-Pass, is one of the eight plants operated by the firm of this name, which had its beginning almost a century ago in Pat-



Recently constructed and thoroughly modern plant of nationally-known Manhattan Shirt Co. at Lexington

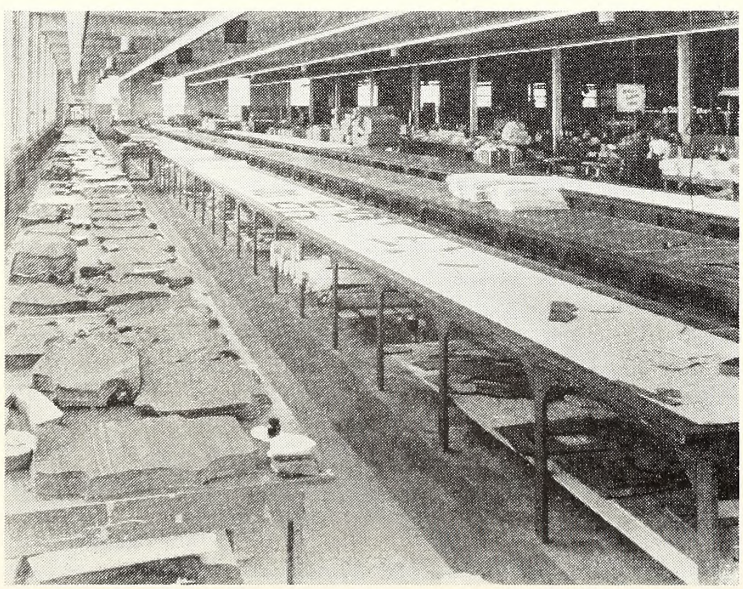
erson, N. J. Manhattan shirts, nationally-known, have come to be considered a standard of excellence throughout the nation and in many foreign countries.

The Manhattan Shirt Co. first came to Lexington and established a leased plant March 1, 1947. Employment reached about 120 in the temporary quarters in which training of workers was conducted. The Lexington office of the Employment Security Commission assisted in staffing the plant by interviewing, testing and referring suitable workers for the plant's operations.

After satisfactory operation for more than six years, the firm decided Lexington was a suitable location for a permanent Manhattan plant. A site was purchased containing about seven acres on the outskirts of Lexington, and one of the most modern industrial plants in the nation was erected on this site. The building is thoroughly air-conditioned, is one-story high, built of concrete, brick and steel, and contains 40,000 sq. ft. of production space. The building is so constructed that it may be doubled in space by an addition with little preliminary preparation. With up-to-date facilities, this plant is equipped with the most modern machinery available. Production was started at the new site early in 1954. The firm now employs more than 200 workers.

The Lexington plant manufactures men's shirts, sports shirts and ladies' man-tailored shirts from materials, much of which is woven and finished in North Carolina mills. Manhattan shirts may be found in all men's and women's stores, and department stores throughout the country. The New York Sales Office is located at 444 Madison Ave.

Brooks Hursey is manager of the Lexington plant, and Robert J. Mills is assistant manager, with A. C. Brown as Cutting Room foreman; Mozelle Brown, Stitching Room supervisor, and Zella Sowers, Laundry supervisor. Mr. Hursey, a native of Society Hill, S. C., is a 1938 graduate from Georgia Tech. He moved to Lexington in 1947 as manager for Manhattan's operation. He and his wife, Mary, have two children, Hugh and Mary Ann.



Cutting operations, front, and sewing in Manhattan Shirt Co. at Lexington

The Manhattan Shirt Co. was founded in 1857 in Paterson, N. J., as Levy-Wechsler. The name of the firm was changed to Manhattan several years later. The principal plant and headquarters of the company are still located at Paterson, but the firm has expanded its operations until it operates production plants in Middletown, N. Y.; Americus, Ga.; N. Charleston S. C.; Salisbury, Md.; Scranton, Penna., and Kingston, N. Y., in addition to the Lexington plant. Products made by these plants and sold under the "Manhattan" brand include shirts, neckwear, handkerchiefs, sports shirts, sport knits, pajamas, beachwear, underwear, "Lady Manhattan" shirts, and sleepwear for men and women.

Present principal officers of The Manhattan Shirt Co. are Robert L. Leeds, president; Sylvan Geismar, executive vice-president; Arthur Oppenheimer, Louis Stengel, Jr., and Harvey R. Sugel, vice-presidents; Edmund L. Kenyon, treasurer; Howard Zimmerman, secretary, and Bert Sanders, assistant secretary.

VANDERBILT SHIRT CO.

Asheville, N. C.

Vanderbilt Shirt Co., 29½ Broadway, Asheville, was organized in 1946 to manufacture shirts on contract for other manufacturers who furnish the materials. Annual production of shirts and blouses now reaches around 600,000 garments with a retail value ranging between $2,000,000 and $3,000,000.

Vanderbilt Shirt Co. has an authorized capital stock of $100,000. The incorporators and officers are Herman Silver, president; Milton Lurey, vice-president, and Herbert Wadopain, secretary-treasurer. The firm leases the building in the heart of Asheville and operates about 150 sewing machines, which with other equipment has a valuation of around $75,000. Employment ranges from 125 to 175 workers, and the annual payroll exceeds $300,000.

This firm produces shirts and blouses for men, women, boys and girls, including dress and sports shirts and western shirts for men and boys, and a small percentage of the production is blouses for women and girls. Shirts are made principally from rayon from Old Fort Bleacheries and woolen and cotton materials from Pacific Mills. Retail prices of these garments range from $2.98 to $13.98.

Annual production is around 50,000 dozen shirts and blouses, with shipments daily of about one truck load of 200 dozen shirts. The firm operates in about 25,000 sq. ft. of leased floor space at two places in Asheville.

North Carolina firms are called upon for supplies. In addition to other materials, Etta Paper Box Co., Marion, supplies boxes; Old Dominion Box Co., Char-

lotte, furnishing shipping cartons, and tissue paper for wrapping shirts is secured from Piedmont Paper Co., Asheville.

The company provides hospitalization and life insurance for its employees, operates a loan fund for making loans to employees without interest, gives three paid holidays each year and one week of paid vacation annually.

Herman Silver, president of the company, is a native of Brooklyn, N. Y., and started shirt manufacturing in 1917. He came South in 1933 and operated in South Carolina until 1946 when he and his associates organized and started the Asheville Shirt Co. Mr. Wadopain, native of Toledo, Ohio, moved to Asheville as a youth with his family. He was in the tire recapping business in Asheville until the shirt company was organized. Mr. Lurey, a native of Greenville, S. C., who married a sister of Mr. Wadopain, moved to Asheville about 15 years ago and served as chain store manager until this shirt company was organized.

KINOCA SHIRT CO., INC.
Kinston, N. C.

Kinoca Shirt Co., Inc., Wall St., Kinston, was organized and incorporated in 1952 as a contracting firm to produce dress and sports shirts for Barry Morrell and the Madison Shirt Corp. of New York City and other firms. When this firm was organized it took over shirt manufacturing operations which had been conducted in Kinston for several years.

Kinoca Shirt Co. manufactures both dress and sports shirts. Dress shirts are produced by a unit of white employees, and sports shirts are made by another unit of Negro employees. The firm employs an average of around 175 workers, about evenly divided between whites and Negroes, and has an annual payroll of around $300,000. The firm operates about 125 sewing machines of various types in leased floor space of about 18,000 square feet.

In addition to regular dress and sports shirts, the firm produces semi-dress shirts which may be worn as dress shirts, buttoned collar, or as sports shirts with open collar and with both long and short sleeves. Retail prices range from $2.95 to $3.95. Kinoca Shirt Co. produces approximately 55,000 dozen or 660,000 shirts annually.

Berry Rouse, a native of Kinston, has been plant superintendent since 1947, handling operations for the former organization, and since the organization of the Kinoca Shirt Co. in 1952.

GREENSBORO INDUSTRY AND EMPLOYMENT
(Continued from page 76)

fluctuations, usually employs in excess of 2,500 persons.

Greensboro can boast a balanced economy with a degree of industrial diversity found in few other cities of similar size. Though subject to seasonal fluctuations and despite relative stability due to a variety of circumstances during the past year, the general employment trend has been upward since fall of 1951. As of November 1954, the outlook is for continued gradual increase in employment as the mild optimism of most employers is augmented by the construction and opening of a large cigarette manufacturing plant.

State A Leader in Work Clothing, Play Clothing Increasing

Work clothes have been manufactured commercially in North Carolina for about 60 years. Plants for making work clothes followed clothesmaking in the home from early Colonial days, which developed the seamster and seamstress who would live in the home to make clothes for members of the family and the tailor who set up shops in the community to make both regular and work clothes.

Only one of the larger overall plants now in operation started before the turn of the century. Anvil Brand, Incorporated, High Point, had its beginning in 1899. Also John Hampton Adams and James Henry Millis, High Point, were operating an overall plant around, or possibly before, the turn of the century and began making hosiery as an adjunct to this activity. Adams-Millis Corporation is the result of the side-line activity. In 1904 Blue Bell had its beginning in Greensboro and Siceloff Manufacturing Co. started operations in 1909. Years later in 1934 Blue Gem and W. Koury started overall manufacturing in Greensboro, the latter moving to Sanford. Three or four large firms and several smaller ones have been added during the past few years.

In recent years, also, play clothes have become an important part of North Carolina's garment production. Work clothes producers have broadened their base and are now the principal play clothes producers. Several firms in recent years have been established in the State for making play clothes exclusively.

North Carolina is one of the leaders in the nation in the production of work and play clothes. Annual sales of about 10 large firms and a number of smaller ones amount to approximately $45,000,000, while probably 40,000,000 garments are made annually by these same firms. Approximately 5,000 workers in the State are engaged in making work and play clothes, the annual payroll for which is close to $10,000,000.

BLUE BELL, INC.
Greensboro, N. C.

Blue Bell, Inc., Greensboro, originally and continuing the manufacture of coveralls, has long been recognized as the "World's Largest Producer of Work Clothes" and now one of the top producers of play clothes, was organized and began operation in Greensboro in 1904. Through consolidations, mergers, purchases and expansions, it has long been classed as the largest such firm in the nation.

Blue Bell operates some 28 plants and 15 warehouses in seven states, employing considerably more than 6,000 workers. These produce around 32,400,000 garments annually. In Greensboro its two production units employ some 700 workers, with a payroll of about $1,300,000 a year, in addition to its

executive and accounting staffs of about 130 employees. These plants produce 24,000 garments daily. Another North Carolina plant is located at Lenoir, employing about 400 workers and with a payroll ranging around $800,000.

Only this short reference is made to Blue Bell since a comprehensive article was published on this firm in the Textile issue of "The E. S. C. Quarterly," Vol. 10, No. 3-4, the Summer-Fall, 1952, issue.

ANVIL BRAND, INCORPORATED
High Point, N. C.

By K. M. POINDEXTER

Anvil Brand, Incorporated, High Point, was established in 1899 as the High Point Overall Co. It was a small organization in the small town of 6,000 population. Today Anvil Brand employs approximately 1,000 workers, has an annual payroll of more than $1,000,000, the gross annual sales exceed $7,000,000, and its workwear, playwear and sportswear are distributed on a nation-wide basis, a goodly portion going into export trade.

The founders and original owners were J. H. Millis, J. H. Adams, George A. Matton and Dr. J. A. Turner. The company advanced deliberately through the early years, and was acquired in 1909 from the founders by H. F. Hunsucker and associates. They later sold the business to A. J. Owen, who, in turn, sold it in 1913 to B. S. Cummings.

By 1920 the company, which had adopted the trade-name Anvil Brand during Mr. Hunsucker's ownership, occupied only 3,000 sq. ft. of floor space, operating only 18 machines with a work force of 15 persons. In that year all assets were sold to H. T. Hudson and C. C. Garrett who proceeded to expand operations and extend the territory in which company salesmen sold only direct to independent merchants.

The Hudson-Garrett operation was broken with the death of Mr. Garrett in 1946, and the next year Mr. Hudson sold the company to Kirchofer & Arnold, investment bankers of Raleigh. Under the direction of R. C. Kirchofer, president, Anvil Brand has grown into a position of advanced leadership among the nation's utility garment and sportswear manufacturers.

Because of the prominence which the trade-name Anvil Brand had gained through advertising and through its wide distribution, and because the name "Overall Company" no longer represented the varied production of the company, the name was changed to Anvil Brand, Incorporated, in 1948.

As contrasted to the small operation in 1920, Anvil Brand today produces a varied classification of garments, including overalls, dungarees, work trousers, work shirts, sport slacks, sport shirts for men and boys; ladies' shorts, shirts, sportswear and "blue jeans," and children's staple and sports-style garments.

Its major lines are identified by the trade-marks of "Anvil Brand" for utility wear; "Tom Long" sportswear for casual garments; "J'nettes" for women, misses and girls, and "State Fair" for garments of popular priced classification in the workwear field.

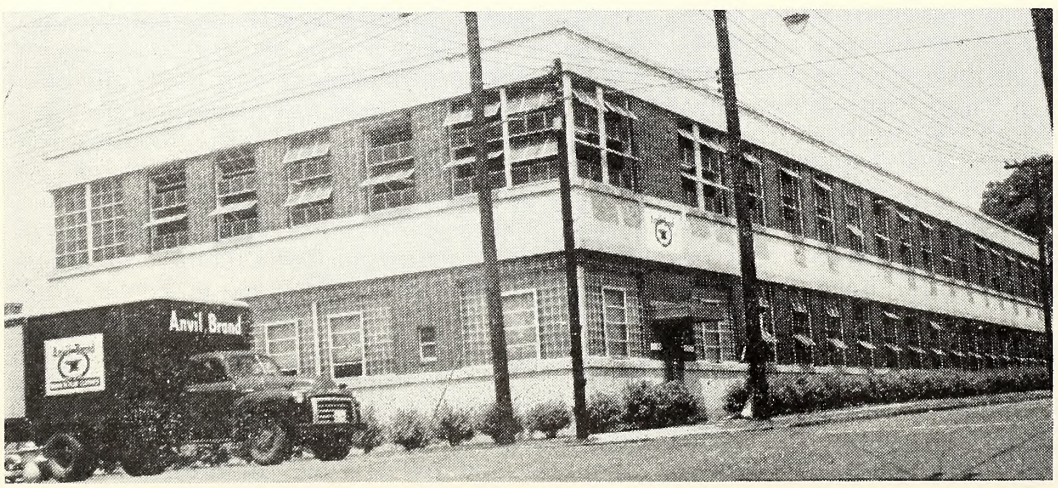
The company has based its expansion program on intensive research, product and plant engineering and planned marketing methods until today it produces some 350,000 dozens of garments annually with annual sales in excess of $7,000,000. The combined plants in High Point and in Independence, Va., provide working space of more than 150,000 sq. ft. with sewing equipment exceeding 800 machines. The company estimates the value of its buildings, real estate, machinery and equipment at $1,125,000, and the approximately 1,000 employes of the corporation draw an annual payroll well beyond two and a quarter million dollars.

It has been in the past four years that Anvil Brand has seen its greatest expansion. Originally operating from a single large building on South Hamilton Street in High Point, the company first purchased a modern structure originally built for hosiery manufacture on Willowbrook Street. At this time the Hamilton Street plant became known as the Hudson Division and the new building as the White Division. At the same time, the company remodeled a smaller building near its White Division which is occupied as sales headquarters.

In 1953 Anvil Brand acquired all capital stock of the 27-year-old Sherrod Shirt Company of High Point which operated an auxiliary factory at Independence, Va. These became known as the Sherrod Division and the Independence Division.

Mr. Kirchofer and his associates set about to restyle the Tractor Brand lines of men's work shirts produced at the Sherrod Division as well as the line of men's pants produced at Independence. The physical plants also were made the subject of detailed engineering studies which resulted in extensive renovation and modernization.

One of nine modern buildings of Anvil Brand, Inc., High Point, used in manufacture of work and play clothes and shirts



During the coordinating of production facilities of Sherrod and Anvil Brand, market distribution was continued under their respective trade-marks. Detailed market studies, however, convinced officers of Anvil Brand, Inc., that dealer and consumer acquaintanceship with the Tractor name warranted its continuance on an expanded scale. As an outgrowth of their analysis a diversified line of apparel was

leveloped under the general "Tractor Brand" identification. Denim work clothes for men and boys in hat line are now identified by the "Tractor Brand" rade-mark, with supplementary names of "Sheraon" for men's and boys' sportswear, "Dotty Kay" or utility and sports garments for women, misses nd girls, and "Sedgefield" to designate a popular riced group of utility garments. All apparel bearng the Tractor and the above supplementary brands s distributed through a selling organization wholly listinct from that of Anvil Brand, salesmen offering he new Tractor line in retail channels for the first ime in August 1954.

Currently Anvil Brand enjoys nationwide distribution among some 12,000 independent retail stores, operating its own sales organization of 30 to 35 representatives in addition to commission jobbers on he west coast. Its distribution also reaches into Puerto Rico, and the company maintains a constant study toward possible future expansion into South nd Central America.

The company purchases over 75% of its cloth from he southeastern states, with most of its denim comng from North Carolina cloth producers.

During World War II, Anvil Brand produced fatigue uniforms for the Navy.

Anvil Brand has long maintained an outstanding record of labor relations and cites the large number of long-time employes and the number of mother-daughter and mother-son combinations among its ndustrial family. A total of 42 employes are members of the company's 25-year club.

To maintain its excellent relations, the company offers its employees an outstanding group accident nd health insurance program. Employees get one-week paid vacations after being with the company for one year and two-week paid vacations after five years of service.

An annual picnic which last year drew an attendance of some 1,900 employees and members of their families, is held to honor new members of the 25-year club and to provide entertainment and relaxation.

The employe publication "Sew It Seams" is devoted to pictures and stories about the plant personnel and is published monthly.

The company president, Mr. Kirchofer, who maintains offices in High Point and in Raleigh, is also



One of three Anvil Brand cutting rooms, capacity more than 50,000 yds. of various fabrics daily



One of Anvil Brand's fully equipped sewing rooms

chairman of the board of Harris Foundry and Machine Company in Cordele, Ga.; is president of Kirchofer and Arnold, Raleigh investment bankers, and is president of the Morehead City Shipbuilding Corporation.

With Mr. Kirchofer as president and chairman of the board of directors, other Anvil Brand officers are F. D. Mehan, executive vice-president; H. M. Webster, Jr., and W. J. Rives, vice-presidents; G. K. Hammes, secretary-treasurer; H. T. Short, assistant vice-president; M. H. Gupton, assistant treasurer, and R. N. Morgan, E. H. McCall and Helen D. Hughes, assistant secretaries. The board of directors is composed of R. C. Kirchofer, chairman; F. D. Mehan, H. M. Webster, Jr., S. S. Stevenson, G. E. Anderson, G. W. Williams and G. K. Hammes.

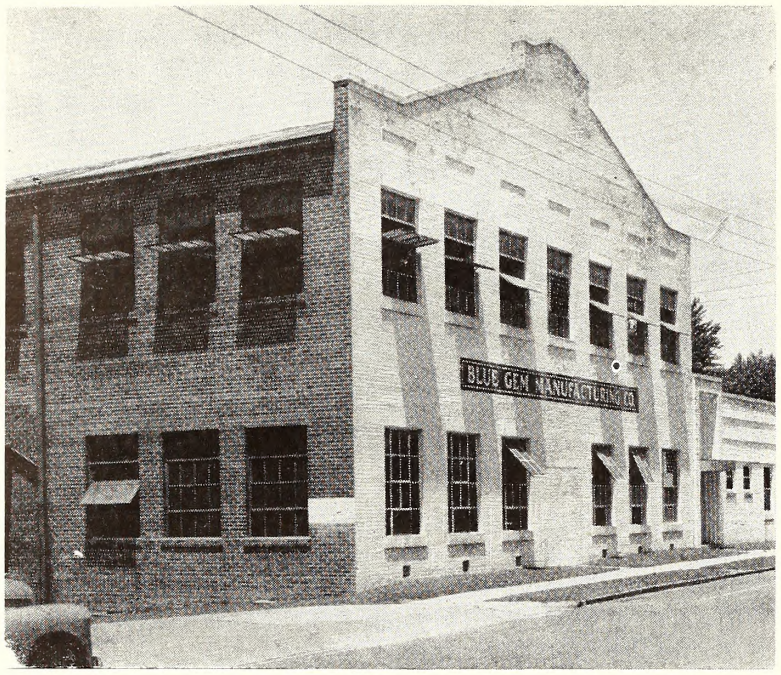
BLUE GEM MFG. CO.
Greensboro, N. C.

Blue Gem Mfg. Co., 1301 Carolina Street, Greensboro, is the successor to the former Greensboro Overall Co. The original charter was issued to the Greensboro Overall Co. in 1934, and the original officers were Milton H. Zauber, Sr., Milton Weinstein and Herbert S. Falk. The company was incorporated with a paid in capital of $100,000. Its capital structure has been expanded until its capital assets now exceed $1,000,000.

The present officers of this company are Milton H. Zauber, Sr., president and treasurer; Al W. Proctor, executive vice-president and sales manager; Milton Weinstein, vice-president in charge of Manufacturing; John A. Huffines, secretary; Tom H. Proctor, vice-president, and Herbert S. Falk, general counsel. The officers constitute the board of directors.

The company utilized the major part of 1934 in setting up its organization in getting production under way. The total volume of business in 1934 was a very nominal amount. In 1935 the company produced and sold a substantial volume, and found it necessary to expand its facilities in 1936. Sales continued to expand right along and the company found it necessary to increase production during that period. In 1940 it was necessary to add additional space by constructing a substantial addition to the facilities in Greensboro.

Blue Gem Mfg. Co. continued to make progress all through the war years. A great portion of the production was utilized in working for Army and



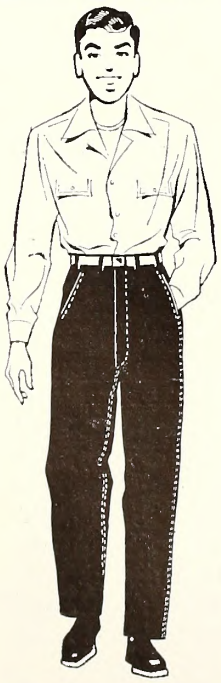
One of the large and modern industrial buildings operated by Blue Gem, Inc., Greensboro, in producing work and play clothes

Navy cotton garment requirements, and also in the production of pup tents in good sized quantities.

In 1949 Blue Gem Mfg. Co. purchased from Burlington Mills a modern industrial building in Asheboro containing 40,000 sq. ft. of space. This branch plant is actively engaged in producing denim garments. Approximately 225 people are gainfully employed in the Asheboro plant.

The main unit in Greensboro manufactures a complete line of all cotton items that are utilized in this type of manufacturing, consisting of juvenile garments from size 1 to 6, children's garments from 7 to 14, and a complete line of ladies' jeans, and also a complete line of boys' and men's overalls.

An interesting fact entering into the changes that have taken place in this business is that at the beginning of this operation in 1934 the firm manufactured 100% men's and boys' denim overalls and jackets, and today the overall percentage of the production has been decreased to approximately 20%. The balance of 80% of the production is now distributed in garments made out of denim and cotton twills in various colors in juvenile, girls' and ladies' garments, and men's and boys' dungarees.



One of many lines of Blue Gem work and play clothes

Blue Gem Mfg. Co. employs approximately 600 people, with an annual payroll in excess of $1,000,000. Its gross sales now range between five and six million dollars annually.

The three principal officers of Blue Gem Mfg. Co. were officially connected with Blue Bell, Inc. until 1933. In December 1933, Milton H. Zauber, Sr., sold his interest in Blue Bell, Inc. and resigned the office of vice-president.

Mr. Zauber, a native of Philadelphia, started in the overall business in 1917 in Jellico Tennessee. In 1920 Mr. Zauber moved to Middlesboro, Kentucky, where he took charge of production with the Big Ben Mfg. Co., the concern which bought out Blue Bell Overall Co. in 1925. In 1926 he moved to Greensboro, assuming the office of first vice-president of Blue Bell Overall Co. in charge of production which position he held until 1933. At that time he resigned for the purpose of starting the Blue Gem Mfg. Co.

Mr. Weinstein, a native of Middlesboro, Kentucky became affiliated with Big Ben Overall organization and subsequently moved to Greensboro, N. C., assuming a position with Blue Bell Overall Co. in 1929. He remained in charge of Plant No. 2 for Blue Bell until he joined Blue Gem Mfg. Co. in 1934.

Mr. Al W. Proctor, a native of Tennessee, was formerly connected with Goodyear Rubber Co. in charge of its New Orleans office. He became affiliated with Blue Bell Overall Co. in 1928 in the Sales Department and remained with this firm until October 1934, at which time he became associated with Mr. Zauber and Mr. Weinstein in the Blue Gem Mfg. Co.

Blue Gem looks forward to continued progress.

SICELOFF MANUFACTURING CO., INC.
Lexington, N. C.

Siceloff Manufacturing Co., Inc., Pugh Street, Lexington, was organized in 1909 by David Sim Siceloff, Sr., to manufacture work pants and overalls. This firm, starting modestly, now produces approximately 4,700,000 units a year, and its gross annual sales have increased to approximately $7,000,000.

Mr. Siceloff purchased at a bankruptcy sale the assets of the Eureka Trouser Co., which had been started in 1900 by John W. Noell, for many years editor and publisher of the *Roxboro Courier*, now the *Roxboro Courier-Times*. Mr. Siceloff continue to operate the plant, as sole owner, making several additions during the years, until the firm was incorporated June 30, 1935. He continued as president and treasurer of the corporation until his death in 1938. The firm is still owned by members of the Siceloff family.

Siceloff continued to make work clothes and added play clothes for the entire family, for men, women,



A bicycle beauty with a background display of work and play clothes made by Siceloff Mfg. Co., Lexington

boys and girls, consisting of matched pants and shirts, dungarees, overalls, western jeans, girls' and ladies' jeans, kiddies' overalls, dunagrees and boxers, sports shirts for men and boys, jackets, lined and unlined, for men and boys, work shirts and sports shirts.

Siceloff has developed several trade-names for its products which are nationally advertised and sold throughout the nation. These include "Big-Dad" men's pants and matching shirts, named for the founder of the firm; "Happy Jim" dungarees and overalls for men and boys, named for James L. Siceloff before his death in 1946; "Lil-Dad" overalls, dungarees, and pants for boys; "Cowhide" western jeans for men and boys; "Silver Springs" sports shirts for men and boys, and "Jolly Jeans" for girls and ladies.

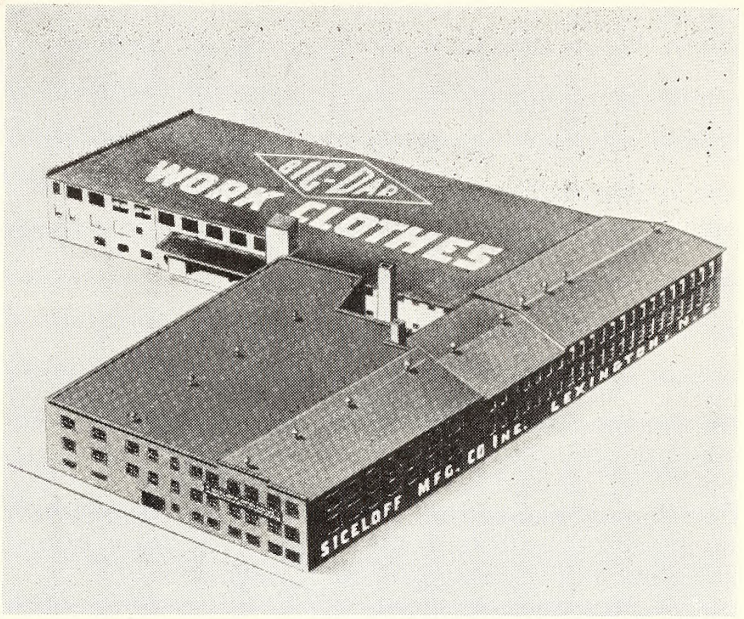
Siceloff produces approximately 7,000 dozen garments of all numbers weekly, with annual gross sales of approximately $7,000,000. The Lexington plant contains approximately 250,000 sq. ft. of floor space, all in one large and modern building, equipped with the most modern machinery. The building is furnished in restful colors and music is produced over a loud speaker system 15 minutes of each hour.

In the Lexington plant approximately 500 workers are employed, with an annual payroll that ranges around $950,000. The firm operates a cafeteria seating about 500, for lunch, operated on a cost basis. All employees are covered by hospital and surgical insurance in a joint program, the company paying about 60% of the premiums. All employees look forward to the annual Christmas dinner at which all are presented gifts from the firm. Gifts have been given each year for over 30 years.

In 1951 the Siceloff firm acquired a branch plant in Starke, Fla., which contains about 40,000 sq. ft. of floor space and employs around 150 workers, with an annual payroll in the neighborhood of $250,000. Recently Siceloff has established a large warehouse to take care of its extensive business on the West Coast. This operation, under the name of Big-Dad Sales Corp., is located in Los Angeles, Calif.

Siceloff products are sold under the company's well-established brands by its own sales force of 30 salesmen who cover the entire United States and some foreign countries. The New York office is located at 1006 Empire State Building. Siceloff products are sold to wholesalers, retailers, department and chain stores.

Denims, sports denims and other materials used in the manufacture of Siceloff products are purchased largely from such North Carolina manufacturers as Cone Mills, Erwin Mills, Dacotah Cotton Mills, Lexington, and others. Thread comes from Spindale and Lincolnton, and shipping containers and boxes are purchased from Container Corp. of America, Greensboro; Highland Container Co., Jamestown; National Container Co., Salisbury; and Durham Container Co. Piece goods are hauled to the Lexington plant from the mills in two big company trucks.



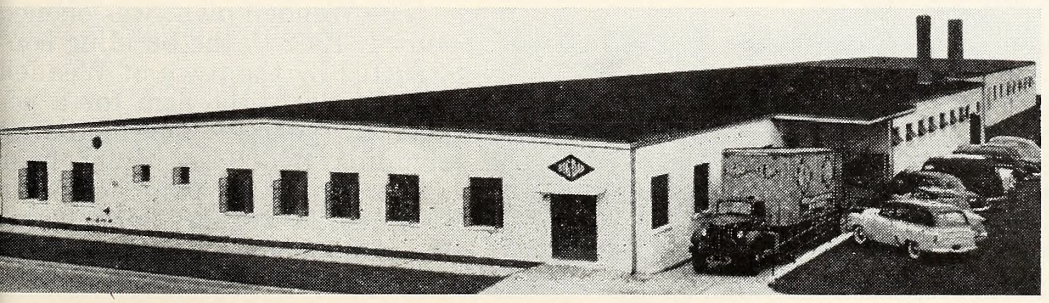
Big-Dad work clothes plant of Siceloff Mfg. Co., Lexington

D. S. Siceloff, Sr. founded the company and continued to head the firm until his health began to fail in 1936, earlier as sole owner, and after 1935 as president and treasurer until his death in 1938. His son, D. S. Siceloff, Jr., then only 23 years old, succeeded him in 1938 as president, treasurer, and general manager. In fact, all of his five sons, four now living, became officers of the firm. E. A. Siceloff became vice-president in 1936 and James L. Siceloff was made secretary. In 1946, when James L. Siceloff died, several changes were made in the officers. D. S. Siceloff, Jr., continued as president, treasurer, and general manager, and E. A. Siceloff continued as first vice-president. E. J. Meiere, Jr., entered the business as industrial engineer and was named second vice-president. Mrs. D. S. Siceloff, Jr., became third vice-president, and L. P. Siceloff was named fourth vice-president. At that time, too, Fred L. Siceloff was made secretary.

D. S. Siceloff, Sr., founder, a native of Midway Township, Davidson County, a farm boy, attended Yadkin College and was a graduate of Oak Ridge Institute. After taking a business course he went to work in 1904 for the Eureka Trouser Co., the firm he purchased five years later at a foreclosure sale. For 12 years he was chairman of the board of Davidson County Commissioners, treasurer of the First Methodist Church for more than 20 years and member of its Board of Stewards until his death. He was also a bank president and was a member of the Lexington Board of City Commissioners for several years.

D. S. Siceloff, Jr., his successor, still president of the company, attended Duke and Carolina, one year each, then had to return home to handle the business at the plant during his

One of modern work and play clothes plants operated by Siceloff Mfg. Co., Lexington



father's illness. When 23 years old, he succeeded his father as president and treasurer of the firm. He has served as chairman of the Board of Stewards of the First Methodist Church for several years, chairman of the Board of County Commissioners for four years, director of the Commercial Bank of Lexington and of the Mutual Building and Loan Association, Lexington. The three surviving brothers, E. A., Fred L., and L. P. Siceloff, officers in the firm, are also active in civic affairs.

W. KOURY COMPANY, INC.
Sanford, N. C.

W. Koury Company, Inc., Sanford, manufacturer of trousers, shirts and riding breeches, was organized and incorporated in December, 1934, in Greensboro and started operations in a small way. The firm is now one of the large and successful garment manufacturing firms in the State, with gross annual sales extending into millions of dollars.

The firm was organized by W. Koury, who is president and treasurer, and his brother, Fred Koury, vice-president, with R. M. Varnon as secretary. The firm then had about 50 employees operating in a space 60 x 150 feet in the old *Daily News Record* Building, back of the O'Henry Hotel. For several years the plant manufactured trousers only. In 1940 the firm moved into a building erected as a shirt factory on South Elm Street. This rented building more than doubled the original space. About that time the firm began the manufacture of shirts also.

In 1947 the firm built a branch plant in Sanford, in which to make shirts only, and in 1949 an addition was built in Sanford and the Greensboro headquarters and office moved into this space, consolidating all activities in Sanford. In 1950 still another addition was built, giving the plant now approximately 60,000 sq. ft. of production space. The firm has indefinite plans for further expansion in the future and for air-conditioning the entire plant.

Men's work pants are still the largest item in production, although the firm also produces men's work shirts and sports shirts and boys' sportswear. Principal material used is cotton, with some rayon, largely from North Carolina mills, including Cone, Burlington Mills and others. Men's work pants are made to retail from $2.98 to $5.98. Men's work shirts and sports shirts retail from $1.98 to $3.98, while men's and boys' sportswear have retail prices ranging from $1.49 to $4.98. The Koury firm manufactures two well-known and widely distributed clothing items, "O. Henry" for work clothes and "William Tell" for sportswear and boys' wear. These items are also produced under private brands of numbers of the larger customers.

Production has now reached 2,000,000 trousers and shirts annually. Distribution is principally in the southeastern states, although some sales are made throughout the nation. Sales are made to department and chain stores and unit stores. All sales are handled through the firm's headquarters office in Sanford.



One of many items of work and play clothes made by W. Koury Co.

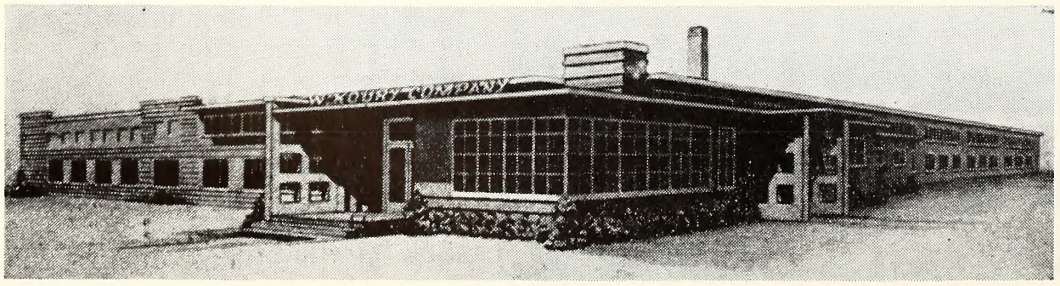
In 1938 Fred Koury sold his interest in the organization to the company, and about the same time Barry Beard joined the firm as assistant to the president. Present officers are W. Koury, chairman of the board; Joseph D. Koury, his son, president and treasurer; Barry Beard, vice-president, and Robin Koury, another son, is assistant secretary. W. N. Crowder is plant superintendent.

The Koury firm now employs approximately 350 workers and has an annual payroll of around $700,000. As noted, the gross sales now run into the millions.

W. Koury, founder of the industry, is a native of Greensboro, whose parents were Syrians. He and his brother, Fred, were dry goods jobbers in Greensboro several years before he decided to establish his own plant. Mrs. Koury is a Roundtree from Kinston. J. D. Koury, also a native of Greensboro, grew up in the business. He attended The Citadel at Charleston, S. C., and is a graduate of the University of North Carolina. He was a fighter pilot during World War II. Robin Koury attended State College and joined the firm in 1951.

Mr. Beard, a native of Iredell County, was in the wholesale dry goods business in Winston-Salem for several years until 1929. He was with the Bankers Trust Co. in New York City for five years and for two years was an accountant with The A. M. Pullen Co. He has been with the Koury firm since 1938 and was elected vice-president several years ago.

Extensive plant and headquarters office of W. Koury Co., Sanford, manufacturing work and play clothes



DEVIL-DOG MFG. CO., INC.
Zebulon, Wendell, Spring Hope, N. C.

Devil-Dog Mfg. Co., Inc., a division of General Sportswear Co., Inc., Ellenville, N. Y., has established three plants in North Carolina to manufacture denim dungarees and various types of women's and children's sportswear at Wendell, Spring Hope and Zebulon. Headquarters for the three North Carolina plants has been established at the Zebulon plant.

The Wendell plant was opened July 1, 1952 in the building constructed by the town of Wendell and leased to the firm for a period of years. This building contains 15,000 sq. ft. of floor space, and the plant employs around 125 workers, with maximum employment of 180 workers. The Wendell plant manu-

factures dungarees and children's boxer longies, or slacks.

The Spring Hope plant was opened in September, 1953, and is engaged in making children's shirts and jackets of the western type, flannel lined. Denim and similar materials are used. This plant also is leased for a term of years, contains 8,000 sq. ft. of floor space and employs about 90 workers, with a maximum of 100 workers.

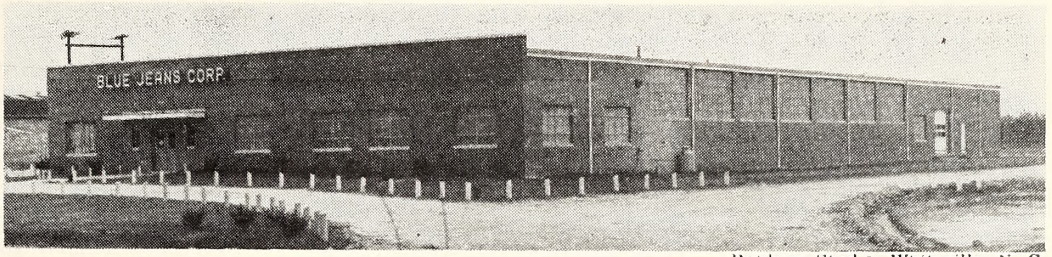
The Zebulon plant, recently completed, is owned by the Devil-Dog firm. This is a modern, one-story, brick and concrete building, containing 35,000 sq. ft. of floor space. In addition to providing headquarters' office space, it now houses the Cutting Department for the other two plants and the Shipping Department. Provision is made at this plant to produce some lines of the company's products, although plans for production are not complete. Finally, probably 200 workers will be employed in this plant.

The three plants at Wendell, Spring Hope and Zebulon form a complete unit from which the finished garments will be produced. Their operations involve many steps, the principal ones being cutting, sewing, finishing, processing, inspecting and shipping the finished products by train or truck.

General Sportswear Co. of Ellenville, N. Y., was organized in 1912 by Hyman Rosenstock, who continued as individual owner for several years. The company was incorporated and after his retirement in 1930, his son Louis Rosenstock, who had started work in the plant at 15 years of age, became president. Stanley Rosenstock is vice-president and Jerome Rosenstock is secretary. It is still a family owned organization.

Elliot Rieger and Lee Doliner, sons-in-law of President Louis Rosenstock, are in charge of operations of the southern division, which includes the three plants in this State. Both now reside in Raleigh. Mr. Rieger, a native of New York State, was discharged from military service in 1945 and started work for the company in 1946. He moved to Raleigh in June, 1952, to handle operations at the Wendell plant and later at the Spring Hope plant. Mr. Doliner, also a New York State native, and in military service during World War II, also started work for the company in 1946. Last summer he also moved his residence to Raleigh, and he and Mr. Rieger are handling operations in the three nearby plants.

Products of the Devil-Dog Mfg. Co. and the parent organization, General Sportswear Co., are sold nationally and for export under several well-known brand names, such as "Devil-Dog Dungarees", "Rompovers", "Ulster, Jr.", and "Top-Kick." The company also operates four plants in Ellenville, N. Y., and vicinity, manufacturing garments similar to those produced in this State.



Baldwin Studio, Whiteville, N. C.

Whiteville Mfg. Co. plant of Blue Jeans Corp., Whiteville, making Indian, Cowboy and Western suits for boys and girls

WHITEVILLE MFG. CO.
(Blue Jeans)
Whiteville, N. C.

Whiteville Mfg. Co., Wilmington Rd., Whiteville, a subsidiary of Blue Jeans Corporation, New York City, was organized June 1, 1952, to manufacture from denim boys' and girls' play suits, including trousers, jackets and shirts. This firm has been so successful that two additions have been made to the plant in two years and the operations are again bursting as the seeds. The company is a licensed producer of "Lone Ranger", "Disneyland", "Wild Bill Hickok" garments, and "Plainsman" sets.

The new one-story air-conditioned building of steel, concrete and brick was erected by a group of Whiteville citizens organized as the Columbus Building Co. in order to provide space for the Blue Jeans Corporation. It was leased by the Whiteville Mfg. Co. for a term of years with option to purchase. Last spring this holding company made arrangements to purchase the building. The plant cost approximately $200,000. The site contains eight acres, giving plenty of space for expected future expansion. The additions were made in 1953 and 1954, giving a total of 30,000 sq. ft. of space.

The Whiteville Mfg. Co. is utilizing all available space and at times production work is carried on in the limited office space. For months the plant has operated over-time daily and Saturdays with time and a half pay for its employees. The firm employs about 210 workers with an annual payroll of approximately half a million dollars. In addition, this firm has under contract for Blue Jeans three garment producing firms, taking the complete output of the Commerce Manufacturing Co., Commerce, Ga., the Cornelia Manufacturing Co., Cornelia, Ga. and the DeLuxe Wash Suit Co., Madison, Ga.

Gross annual sales of the Whiteville firm have reached approximately $2,500.000 and production is now at the rate of about 1,250,000 units annually of the name brands "Lone Ranger", "Disneyland", and "Wild Bill Hickok" dungarees and "Plainsman" sets. They are sold nation-wide and garments in export trade are shipped to Canada, Hawaii, South America and Europe and are sold to the United States Army for distribution through Post Ex-



Baldwin Studio, Whiteville, N. C.

Sewing room in Whiteville plant of Blue Jeans Corp.



Play clothes made by Blue Jeans at Whiteville plant

changes to the families of American officials wherever located throughout the world. These boys' and girls' play suits are distributed through department stores, specialty stores and some chain stores such as Macy's, Montgomery Ward, Marshall Field, Best & Co. and many others.

These play suits are made from denim, quills, sport denims, seersucker and other light materials. Retail prices of dungarees range from $1.98 to $3.98; shirts retail for $2.98 and up and the range of sets is from $4.98 up. Practically all of the piece goods used at Whiteville and much of the materials used at other Blue Jeans' plants are manufactured in North Carolina by Cone, Erwin, J. P. Stevens and other firms. Sales are handled through the Blue Jeans Corporation sales office at 230 Fifth Ave., New York City by a sales force which practically covers the nation.

The Blue Jeans firm at Whiteville enjoys splendid employer-employee relations. All workers are employed and trained locally. The firm was staffed with the assistance of the Lumberton Employment Office, which administered aptitude tests and selected and referred workers to the plant. The firm provides life insurance for all employees. Each July a week's vacation is given and employees are paid two per cent of their annual salary at that time, with the annual picnic July 4. They are given three or four paid holidays during the year. An annual Christmas party is held and gifts are presented to all employees. Free coffee is served at coffee periods daily, and each employee is presented a birthday cake on his or her natal day.

Principal officers of the Whiteville firm, who are also principal officers of the Blue Jeans Corporation, are Joel Levitt, president and treasurer, Mrs. Joel Levitt, secretary, both of New York City, and Charles S. Pastor, vice-president and general manager. Junius K. Powell is local attorney for the corporation.

Mr. Pastor, vice-president and general manager, a native of New York City, has been in the garment business for 40 years. When 10 years old, he started work in his father's plant during vacation period and not many years later became a full-time worker. He has been with the Blue Jeans Corporation for five years and moved to Whiteville to open and start the plant there in 1952. He is now a full fledged resident and takes an active part in civic affairs. His son, Alan Pastor, also in garment production from his youth, is assistant manager of the Whiteville plant.

SMART STYLE, INC.
Asheboro, N. C.

Smart Style, Inc., Country Club Road, Asheboro, was organized and incorporated in February, 1954, and in less than a year of operation has more than doubled production space for the manufacture of cowboy and Indian play suits for boys and girls.



Indian suits, left, and Texas Cowboy outfits made by Smart Style, Inc., Asheboro

Moreover, plans are being made to expand production space by one-third in 1955.

Smart Style is owned and operated by Lawrence G. Schwarz, who was induced to come to North Carolina by the State Department of Conservation and Development. The Asheboro office of the Employment Security Commission assisted in staffing the plant by testing and referring suitable workers.

The firm purchased a three-acre site which included the former Harvel Hosiery plant, containing 10,000 sq. ft. of floor space. This building was reconditioned and equipped with modern machines. In May, 1954, an addition was built containing 15,000 sq. ft. of floor space. The plant and equipment have a valuation of around $150,000. Sufficient space is provided for extensive expansion including the addition in 1955 of about 12,000 sq. ft. more of production space. The firm now employs about 160 workers, with an annual payroll ranging around $200,000.

Smart Style produces western play suits (cowboy and Indian) for boys and girls, and leather gun and holster pistol sets. Ages range from three to 10 years, and retail prices of suits extend from $2.00 to $10.00. Trade names are "Betty Leach" and "Smart Styles." All styling and designing are done by Betty Leach, whose name has become a trademark for the company's popular brand. Principal materials for these suits are cotton and rubberized suede, much of the materials coming from Cone Mills and Sidney Blumenthal Co., Rocky Mount.

Smart Style products are distributed nation-wide, with some export business. They are handled through chain stores, jobbers and mail order firms. Gross annual sales for the first short year will probably range around $1,000,000.

Mr. Schwarz, a native of New York City, is a graduate of Lafayette College, Easton, Penna., and took post-graduate work at Columbia and in Europe. He has been in garment manufacturing for 21 years, and for 17 years operated a garment plant in Ridgefield, N. J. During the last three years of that operation he manufactured cowboy and Indian suits. Mr. Schwarz is president, treasurer and general manager of the firm, and Betty Leach is vice-president and secretary; Lawrence Hammond, Asheboro attorney for the firm, is a third member of the board of directors. These also are the officers of Betty Leach, Inc., an affiliated firm.

Note—Article on The Salem Company, Inc., received too late for this section, is on Page 118.

Underwear, Men, Women, Children, Important N.C. Industry

Underwear manufacturing has been carried on in North Carolina from early Colonial days, but it was not until around the turn of the century that plants were established on a commercial basis. Two of the early plants producing underwear, P. H. Hanes Knitting Co., Winston-Salem, admittedly the largest in the world, starting soon after the turn of the century, and Washington Mills, Mayodan, along with other firms in this category, are not included in apparel manufacturing but in knitting since their principal activities are knitting fabrics from which they make their garments.

Oldest of the larger underwear plants now in operation is Indera Mills Co., which started in Winston-Salem in 1914. Carolina Underwear Co., second of the larger firms, was established in Thomasville in 1928. The next of the larger mills, Quality Mills, Mount Airy, was started in 1934, and North Carolina's largest underwear firm (exclusive of knitting), United Mills Corp., was established in Mount Gilead in 1939. Numbers of smaller plants were established during this earlier period and many of them still are in operation. Several important plants have been established in the past decade including I. Schneierson & Sons, Inc., Randleman, Siler City and Sanford; Stedman Manuafcturing Co., Asheboro, in 1945; Pinehurst Textiles, Inc., Asheboro, Shadowline, Morganton, and Dixie Belle Textiles, Inc., Greensboro, in 1946. Large firms established in the past two or three years are Bien Jolie, Dunn, L. & L. Manufacturing Co., North Wilkesboro, Glendale Manufacturing Corp., Biltmore, Win-Ann Manufacturing Corp,, Monroe, and several other firms.

Indicating importance of the underwear industry in North Carolina gross sales last year (exclusive of knitting) amounted to around $42,000,000, while something like 45,000,000 underwear garments were manufactured. Close to 5,000 workers are employed in this division of the industry and the payroll is around $12,000,000.

UNITED MILLS CORP.
Mount Gilead, N. C.

United Mills Corp., with headquarters and plants at Mount Gilead, and with plants at Candor and Charlotte, was started by Mount Gilead citizens in order to give needed industrial employment in this rural area. The industry has been so successful that the firm now produces around 10,000,000 garments a year and gross annual sales range between $10,000,000 and $12,000,000.

United Mills Corp. was organized in 1939 by Moses Richter, Dr. P. R. Rankin, Sr., Lawrence Myers, W. R. Harris and other local citizens, and started in an old remodeled cotton warehouse containing 5,000 sq. ft, of floor space. The firm employed about 20 workers and began production of lingerie, which has continued throughout the years.

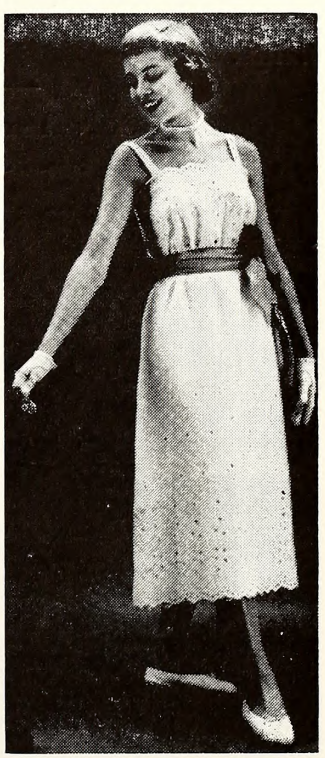


Three of many lines of slips made by United Mills Corp.

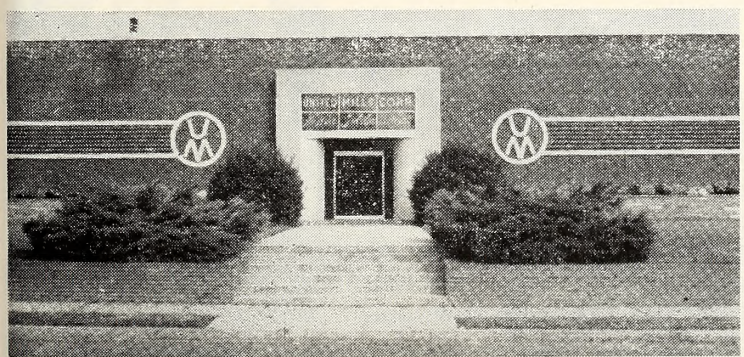
Four of the original founders are still principal officers, including Moses Richter, for many years general manager, now president; Lawrence Myers, executive vice-president, treasurer and general manager; Dr. P. R. Rankin, Sr., secretary and assistant treasurer (inactive), and W. R. Harris, vice-president. Other present officers added during the years include Harvey Brightman, vice-president in charge of the Brassiere Division; Leo Rose, vice-president in charge of Production; Bernard Richter, son of the president, vice-president in charge of the Wholesale Division; Horace Richter, another son, vice-president in charge of the New York Sales Office at 180 Madison Ave., and Howard Dorsett, assistant secretary in charge of all office operations. These officers and six other individuals form the board of directors.

Most of the expansion of United Mills Corp. has been made during the past eight years. The first move was the addition of the new plant in Charlotte, and in 1950 the second Charlotte plant was put in operation. In 1949 a new building, containing 55,000 sq. ft. of floor space, was erected at Mount Gilead, and in the same year the firm bought the Mount Gilead Hardware Building, turning it into a plant for designing and for accessories production. In addition, the firm rents two other Mount Gilead buildings for production and service, and still other warehouse buildings for storage. The Candor plant was opened in 1952.

United Mills now operates in a total of 180,000 sq. ft. of floor space, including 110,000 sq. ft. in the



Slip, can be used as short formal, made by United Mills Corp., Mount Gilead



Front of office and plant of United Mills Corp., Mount Gilead

Mount Gilead operations, 25,000 sq. ft. at Candor, and 35,000 sq. ft. in the two Charlotte plants, with 10,000 sq. ft. of storage space. In the three groups of plants, normal employment reaches about 1300, although the industry is slightly seasonal, employment at times dropping toward 1,000. The annual payroll for all plants ranges from $2,750,000 to $3,000,000. Normal employment at the Mount Gilead plant is approximately 800 workers, at Candor 250 workers, and in Charlotte 250 workers.

United Mills products are distributed throughout the United States, and the company's sales force of 40 representatives cover the entire nation. Some of the business goes into export trade, primarily to Central and South America.

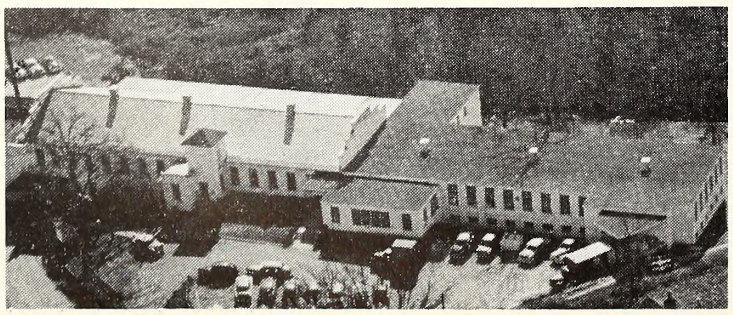
United Mills produces low, medium and high priced undergarments. Its ladies' slips range from $2 to $10 in retail price. Brassieres sell from $1 to $5, and gowns from $2.50 to $10. The firm also produces children's slips, teen-age slips and brassieres, petticoats and sleepwear. Principal brands are "Gilead" and "Real Craft" slips and "Jubilee" brassieres. The firm also produces a "Garcrest" line for jobbers. United Mills products are sold to 200 wholesalers or jobbers and from 10,000 to 15,000 department and retail stores and specialty shops. All of the synthetic materials as well as cotton, are used in producing these garments, much of the materials coming from several North Carolina mills.

Approximately 90% of the United Mills employees are women. Among the employee benefits are 5% of wages, distributed twice a year, and hospitalization with surgical benefits for all employees, for which premiums are paid entirely by the company.

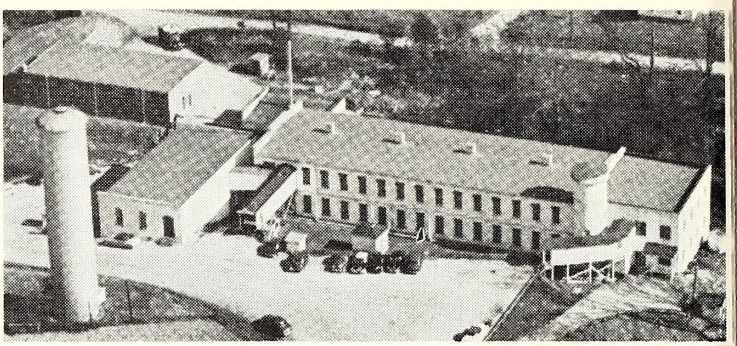
Key personnel in United Mills operations include David Lobl, division manager of the Mount Gilead and Candor plants; Graham Smith, plant manager and Erling Jordan, manager of plant No. 5 at Mount Gilead; Harold Cranford, plant manager at Candor, and Harry Galloway, plant manager at Charlotte. Robert Lavin is production engineer for all of the plants.

I. SCHNEIERSON & SONS, INC.
Randleman—Siler City—Sanford, N. C.

I. Schneierson & Sons, Inc., with headquarters and sales offices at 389 Fifth Ave., New York City, for more than 50 years manufacturers of the famous nationally-known "Loomcraft" brand of lingerie and other garments, operates three important plants located in North Carolina at Randleman, Siler City and Sanford. These plants produce from 4,000,000 to 5,000,000 garments annually and result in multi-million dollars gross annual sales.



One of two Randleman plants of I. Schneierson & Sons, producing fine undergarments in three N. C. plants



Other Randleman plant of I. Schneierson & Sons

The first Schneierson plant was established at Randleman in 1944. The plant earlier was operated as the Deep River Mills, which started early in the 1920's. The plant was owned for several years by W. J. Armfield III, of Asheboro, who sold it to Burlington Mills, who operated it for several years. It was known for several years as Randolph Underwear Co. The Schneierson firm purchased it in 1944 and adapted it to the manufacture of ladies' slips.

The Randleman plant consists of two units, with 70,000 sq. ft. of production space. It employs about 425 workers and has an annual payroll in excess of $600,000.

The Siler City plant was established in 1945, the firm leasing the building and equipping it with proper machines. The building contained 10,500 sq. ft. of floor space. A year later, an addition was built and in 1950 a second addition was erected, giving this plant 28,000 sq. ft. of production space. Formerly this plant only performed the sewing operation, but recently other processes were added, including cutting the patterns and shipping products direct from the Siler City plant. This firm now employs about 150 workers with an annual payroll substantially in excess of $250,000.

The Sanford plant was started in 1946 in an old automobile garage building, operating there with 50 or 60 employees until 1951. A new building in Jonesboro Heights was erected to company specifications by several Sanford citizens. The firm now employs about 100 workers, with an annual payroll close to $250,000. This is a sewing plant only, the cutting being carried on at the Randleman plant. The building contains approximately 12,000 sq. ft of floor space.



One of many lines of fine slips made by Schneierson

The Schneierson firm at its three North Carolina plants employs approximately 675 workers, with an annual payroll in excess of $1,000,000. Practically all of the employees are natives of their respective communities. Hospitalization and life insurance policies are carried on all employees after a short wait-

ing period, the company paying all premiums. All employees are given one week of paid vacation, and those with five years of service are given two weeks of paid vacation. In addition, six paid holidays are observed during the year. The firm has established a reputation for splendid treatment and good pay for its employees in all three of the plants.



Fine quality half-slip made by Schneierson's Randleman plant

J. F. Parrish is general manager of all North Carolina operations of the Schneierson firm, having succeeded Howard Sprague who returned to Texas after handling the firm's affairs for six years. His headquarters are at Randleman. Mr. Parrish, a native of Louisburg and graduate of Wake Forest College, with the B.S. Degree in Education in 1935, taught in the Washington High School for two years. He then took a graduate course in Accounting at Carolina and was bookkeeper for Burlington Mills. He also was associated with an ornamental iron firm in Greensboro before joining the predecessor of the Schneierson firm as office manager in 1940. In 1948 he became manager of the Randleman operations. In 1950 he was made general manager of the plants in Randleman, Siler City and Sanford. Sam Levine, the assistant general manager of the Schneierson North Carolina plants, has been with the organization for a score of years, the last five in his present capacity. Mr. Levine has had considerable training in advertising, packaging and efficiency studies.

Gilbert Christenberry is production manager of the three North Carolina plants. James Patterson is general manager and Mrs. Margaret Kirkman is sewing supervisor of the Siler City plant. Frank Foushee and Mrs. Mae Shinault are joint managers of the plant in Sanford.

The three North Carolina plants are engaged in the manufacture of ladies' slips exclusively, producing all types, kinds and sizes in the medium priced field. These garments retail at prices ranging from $1 to $5. Materials used are cotton, crepe, nylon, rayon and dacron, from piece goods, quite a bit of which is made by North Carolina mills. Distribution is nation-wide, some of the products going into the export trade. The firm has a large sales staff, but in addition its goods are distributed by wholesale firms. Customers include national chain, department and specialty stores and mail order houses. Much of the garment production in North Carolina is distributed under the well established "Loomcraft" brand, but national chain stores distribute its products under their own brand names.

The well-known firm of I. Schneierson & Sons, Inc. was established in New York City in 1900 by Isaac Schneierson. The firm operations are now carried on by his sons, with Samuel Schneierson as chairman of the board; A. J. Schneierson, as president, and David S. Schneierson, as executive vice-president and secretary. These sons are the sole owners and form the board of directors. The firm operates several other plants, including a children's dress plant in Pottstown, Penna. The firm's principal products are slips, ladies' lingerie, gowns and pajamas. Producing the "Loomcraft" brand since the company was established 54 years ago, this firm is reputedly the largest manufacturer of women's underwear in the United States.



Slip of high quality made by Shadowline, Morganton

SHADOWLINE, INC.
Morganton, N. C.

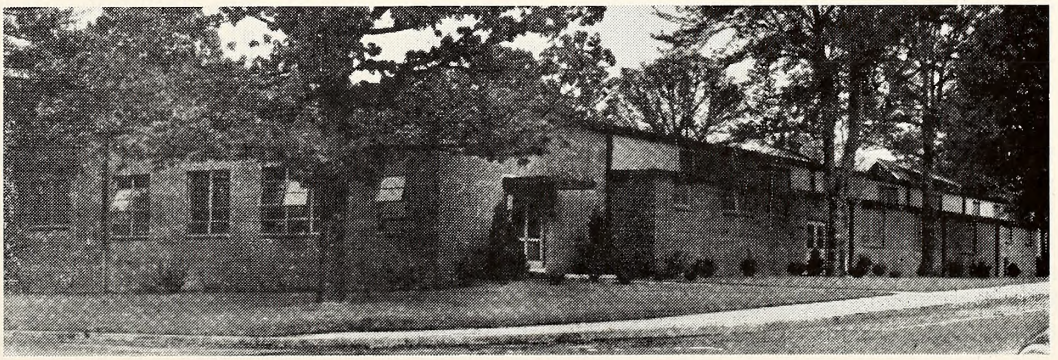
Shadowline, Inc., Lenoir Rd., Morganton, formerly Lingerie, Inc., was organized in September, 1946, by Sherrod Salsbury and started business in rented quarters and with limited equipment. The business has been so successful that a new plant has been built and two additions made, giving the firm 43,000 sq. ft. of production space.

In 1949 the firm bought a site on Lenoir Rd. and erected a modern, brick and steel, one-story building, containing 18,000 sq. ft., and moved into this plant from the rented quarters on College Street. In 1951 an addition, containing 9,000 sq. ft., was built, and two years later another addition, containing 16,000 sq. ft., was erected.

Shadowline produces a full line of lingerie made from knit fabrics of nylon and acetate and also produces a line of embossed cotton batiste. Products include slips, gowns, petti-skirts, panties, pajamas, bed jackets and peignoirs (coats). Prices range from medium to high for fine quality garments made up in probably a hundred different styles. Sales are made direct to department stores and specialty shops by the firm's own sales representatives who cover the entire United States. Sales offices are in the Empire State Building, New York City.

Shadowline employs now approximately 260 workers and has plans for increasing the number of employees by about 50%, which should bring the number of employees close to 400.

New and modern plant of Shadowline, Inc., formerly Lingerie, Inc., making fine quality lingerie in Morganton



Officers of Shadowline are Sherrod Salsbury, president and treasurer; R. W. Baker, Greensboro, honorary chairman of the board of Blue Bell, Inc., vice-president, and T. Henry Wilson, president of Henredon Furniture Co., Morganton, secretary.

Mr. Salsbury, head of the organization, is a native of High Point and a commerce graduate of The University of North Carolina in 1936. He started garment manufacturing activities with Vanity Fair Mills, working in plants in Alabama and Pennsylvania. He had been in this type of industry for seven years when he established this lingerie plant at Morganton.

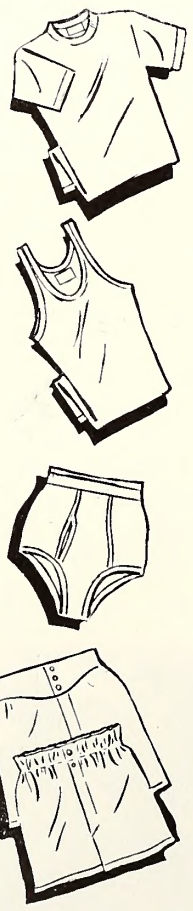
STEDMAN MANUFACTURING CO.
Asheboro, N. C.

Stedman Manufacturing Co., Asheboro, actually started on its successful career as an underwear manufacturer in 1945 when S. B. Stedman, head of the firm, secured a Navy contract to make 20,000 dozen T-shirts at 31¢ each, with no building, no machinery, no know-how, but with a super abundance of salesmanship.

S. B. Stedman, who developed this important North Carolina industry, is still regarded as a super salesman. A native of Montgomery County, he moved with his parents to Asheboro in his youth in 1899. He attended Eastman Business College in Poughkeepsie, N. Y. He entered retail business with his father, later expanding it into a wholesale grocery firm. This was liquidated in 1929, just before the depression. In 1930 Mr. Stedman started manufacturing handkerchiefs in a small way and developed that industry to such an extent that it was producing 75,000 dozen handkerchiefs a week.

Due to Japanese competition, the tariff situation, and Mr. Stedman's refusal to purchase Japanese piece goods, he liquidated his plant in 1939 and retired. Restless and dissatisfied, he could not stay retired. After the Japanese struck at Pearl Harbor, late in 1941, he decided to open up again, and in 1942 he resumed handkerchief manufacturing, continuing their production, but on a descending scale after 1945, until it ended in 1948.

Meanwhile in 1945 Mr. Stedman secured his T-shirt contract with the U. S. Navy. He rented a building, purchased some sewing machines, bought a few knitting machines, assembled and trained 25 or 30 employees and began production. The T-Shirts were knitted in Asheboro, shipped to Pennsylvania for bleaching and finishing, and returned to Asheboro for cutting, sewing, packaging and shipping. When that contract expired, he secured contracts for other military requirements, basically T-shirts. Both yarn and trained workers were short during that period, and because of Government work he secured priority for both. He continued making T-shirts for the Government until 1947. It was then that Mr. Stedman began production of T-shirts for the civilian market.



Few of fine lines of Stedman's underwear for men

A year later, Mr. Stedman added shorts to the T-shirt line, and in January, 1950, added athletic undershirts. Later in that year, men's briefs were started. For a period Mr. Stedman bought men's woven shorts from another manufacturer, but in 1952 started producing them himself. By that time the firm had rounded out its line of men's and boys' light underwear.



One of Stedman 'Salesmaker' merchandising display cabinets for underwear

Stedman Manufacturing Co. now produces cotton knit T-shirts, athletic undershirts and briefs and woven broadcloth shorts, all in the upper medium price range. Retail prices of men's T-shirts are from 89¢ to $1.00; men's undershirts from 65¢ to 75¢; men's briefs 75¢ to 85¢, and men's broadcloth shirts from 89¢ to $1.00. In the boys' line the retail prices range from 59¢ to 79¢ a garment.

Stedman products are made from fully combed, light cotton for knit-wear, and cotton broadcloth, also light-weight and fine quality. The firm buys greige gray yarn, knits the garments, bleaches and finishes the cloth, cuts, sews, packages and ships the garments. All of the cotton yarn used in Stedman underwear is bought in the Carolinas. A good percentage of the garments are attractively wrapped in colorful cellophane packages.

A Stedman innovation recently has served as an effective stimulus to the sale of its garments. This is called the Stedman "Salesmaker" Merchandising Plan. This is a compact Display Bar, in the top of which cellophane packaged garments are displayed in ascending rows. The bottom part contains drawers for storing duplicates. This has proved very effective in increasing sales. Stedman garments are distributed in every State in the union and virtually all over the world. Sales are handled through the New York office, which is located at 551 Fifth Avenue.

Starting in a small building, the Stedman plant has expanded in less than a decade by the addition of four entirely modern brick, steel and concrete buildings, all joined.

Officers of the company are S. B. Stedman, president; W. D. Stedman, his son, vice-president; Marion Stedman, a daughter, secretary; W. W. Thomas, treasurer, and D. E. Francis is vice-president and sales manager in charge of the New York sales office. The three Stedman officers and Mrs. S. B. Stedman form the board of directors of this family owned organization.

S. B. Stedman, as noted, has been the principal

figure in developing the organization. His son has been taking over gradually more of the details on operations. W. D. Stedman, vice-president, is a native of Asheboro, a Duke University graduate and a Harvard University School of Business Administration graduate in Industrial Administration. He joined his father's firm in 1944. Wilbur W. Thomas, a native of Rocky Mount, N. C., and a graduate of the University of North Carolina, joined the Stedman firm in July, 1949. Previously he had been with the Golden Belt Manufacturing Co. and Hillcrest Hosiery Mills, both in Durham.

CAROLINA UNDERWEAR CO., INC.
Thomasville, N. C.

Carolina Underwear Co., Inc., W. Guilford St., Thomasville, was organized in 1928 and passed through a period of ups and downs and change of ownership before it became a successful underwear manufacturing firm. Today this firm employs about 200 workers, and has gross annual sales of approximately $2,000,000.

The firm was started by A. H. Ragan and W. H. Peace, as a partnership, beginning operations with six employees operating four or five machines in rented loft space of 2,000 sq. ft. In 1930 this small industry was reorganized and incorporated by three men, headed by N. C. English and the two founders. The authorized capital was $50,000, with $7,500 paid in at that time.

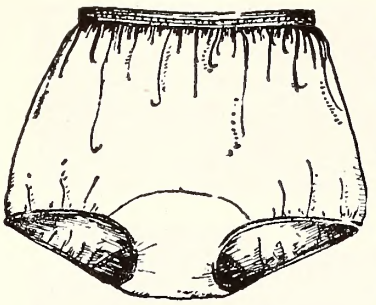
In 1933 the company purchased a building 42 x 80 feet at the present site. Mr. Ragan died in 1936, and Mr. English purchased his one-third of the stock. Mr. Peace retired in 1946 and later sold his interest. Joe B. Johnson, who had been manager at Tip-Top Hosiery Co., Asheboro, bought an interest in the firm about that time and became secretary and plant manager. Finley Atkinson, who had bought stock in the firm and became vice-president and sales manager, sold his interest in 1950 and moved to Oklahoma. H. A. Carpenter, Jr., later bought stock and was made vice-president and sales manager. Mr. English, president and treasurer of the company, Mr. Carpenter and Mr. Johnson constitute the board of directors.

Carolina Underwear Co. now has authorized capital of $300,000, all paid in. Since the original small building was purchased, nine additions have been made, and when an addition now under construction is completed the firm will contain 55,000 sq. ft. of production space. The firm now employs approximately 200 workers, with an annual payroll ranging between $600,000 and $700,000. The Thomasville office of the Employment Security Commission cooperates with the firm in testing and referring suitable workers.



Quality men's shorts made by Carolina Underwear Co., Thomasville

In April, 1953, Carolina Underwear Co. leased one floor of the Doncaster Collar and Shirt Co. plant at Rutherfordton, along with the machinery and equipment in the plant. This is operated as Carole Industries, a separate and subsidiary corporation. In the 10,000 sq. ft. of floor space leased, the firm operates its ladies' Pajama Division. Approximately 60 workers are employed here, the annual payroll ranging between $200,000 and $250,000.



Fine ladies' panties made by Carolina Underwear Co.

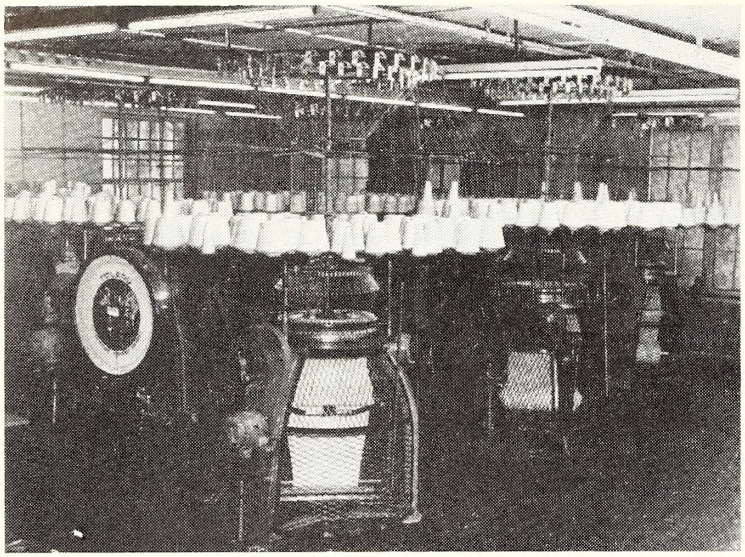
In the Thomasville plant Carolina Underwear Co. has three principal divisions, each occupying about one-third of the space. These are the Panty Division, men's and boys' Shorts Division, and men's and boys' Pajama Division. The two principal brands are "Carole" and "Olina", both coming from the word Carolina. Women's panties and pajamas are sold under the "Carole" brand, and men's and boys' shorts and pajamas under the "Olina" brand. Part of the production is put up under chain store nationally-advertised brands. The company has its own sales force, covering the southern and mid-western states, but distribution is nation-wide through better department stores and chain stores. Materials include nylon, rayon and celanese, broadcloth, plisse, outings, and other popular materials.

N. C. English, president and treasurer of the firm, has been active in numerous civic, social, educational and industry groups in Thomasville. He had been chief executive officer of Ragan Knitting Co., Inc., for many years and is president of the English Motor Co. and the Auto Finance Co., and has been president of Associated Industries, Inc., an organization of 90 industrial leaders in High Point, Jamestown and Thomasville. At various times he has served as representative in the General Assembly, mayor of Thomasville, chairman of its school board, and president of the Chamber of Commerce and Rotary Club. Joe B. Johnson, secretary and general manager, is a native of Thomasville, having been with Ragan Knitting Co. and later with Tip Top Hosiery Co. of Asheboro before joining Carolina as chief production officer in 1946. H. A. Carpenter, Jr., a Newton native, held several important merchandising positions before becoming sales manager and vice-president of Carolina Underwear in 1950.

QUALITY MILLS, INC.
Mount Airy, N. C.

Quality Mills, Inc., Franklin St., South, and Pine St., Mount Airy, was organized and incorporated in 1934 to produce a full line of men's knit underwear. Children's, boys' and infants' knit underwear have been added and production expanded on a nation-wide basis until gross annual sales now reach $1,250,000 to $1,500,000 after only two decades of operation.

Quality Mills was started as a Woltz family owned industry in an old plant containing 6,000 sq. ft. of floor space, with 28 employees. Officers of the company are H. O. Woltz, president; John E. Woltz, executive vice-president and general manager; Howard O. Woltz, Jr., vice-president; Greer C. Woltz, treasurer; W. M. Beamer, secretary, and Mrs. Louise E. Woltz is an additional member of the board of directors.



Knitting forms for children's underwear at Quality Mills, Mount Airy

The old plant, remodeled and equipped, has expanded through several additions of buildings until the firm now has 66,000 sq. ft. of floor space. The firm employs about 175 workers, with an annual payroll ranging between $275,000 and $325,000.

Quality Mills produces a full line of infants' knit underwear for ages up to three years, including shirts, binders, bibs, sweaters, gowns, panties, and layette sets, all sold under the widely known "Cozy-Dozy" brand. Also produced are children's underwear and pajamas for ages two to eight years, boys' underwear from eight to 16 years, and men's underwear, including athletic shirts, T-shirts, and briefs. In addition to its Cozy-Dozy brand, the firm also produces these various underwear items for national chain and department stores under their own brands.

Quality Mills' products are distributed on a nation-wide basis through the firm's general sales office in the Empire State Building, New York City, with branch sales offices in Chicago and Los Angeles, and with The Max H. Kessler Co., Atlanta, as southern sales representatives. These products are found in chain and department stores, infants', children's, boys' and men's shops.

During World War II, Quality Mills operated two plants on war contracts in producing fragmentation bomb parachutes and gas protected underwear. However, this underwear was treated for protection against gas by the U. S. Government.



Sewing room for knit and woven underwear at Quality Mills



Jacket, panties and boys' underwear produced by Quality Mills

Last year the company started a profit sharing plan for its employees by which the company pays 10% of its earnings before taxes into a fund for a retirement plan with U. S. Treasurer approval. The company also operates a Christmas bonus plan and a group life insurance and hospitalization plan in which the employees and the company join in paying the premiums.

Woltz Textile Products, Inc.

Woltz Textile Products, Inc., was organized and incorporated in 1953 for the purpose of producing chambray work shirts on a contract basis for another large shirt manufacturer. These operations were actually started in 1946 as a division of Quality Mills. Operations expanded until a separate organization was formed, occupying an addition to Quality Mills, containing 5,000 sq. ft. This firm started with 20 employees, now increased to 60, and has plans for still further expansion. About 800 dozen work shirts are produced each week.

Officers of this corporation are Howard O. Woltz, Jr., president; Mrs. Pat Gwyn Woltz, vice-president, and John E. Woltz, secretary and treasurer.

BEAUTY MAID MILLS, INC.
Statesville, N. C.

Beauty Maid Mills, Inc., Statesville, was organized and incorporated in March, 1954 and leased space from Beaunit Mills, Inc., taking over the Phoenix Division of Beaunit Mills for the manufacture of panties. This firm has plans for extensive expansion in the near future to meet the demands for the garments produced.

Soon after Beauty Maid Mills was organized and took over the space in which the Phoenix Division of Beaunit had been making T-shirts and polo shirts, it began calling in the former employees of this division. By September the firm was employing more than 100 workers with a payroll of around $3,000 a week, and by the end of the year expects to have about 150 workers with a $5,000 a week payroll. Plans are in the making for a modern air-conditioned building which will give 33,000 sq. ft. of floor space

and expand the employment to around 400. The local office of the Employment Security Commission assisted the firm in recruiting workers.

Beauty Maid Mills, producing panties only, uses nylon, acetate tricot and rayon circular knit materials for its products. These panties are sold on a nation-wide basis through chain stores, specialty shops and retail stores. The retail price ranges from 39¢ to 75¢. In its expansion plans the firm will possibly begin the production of gowns and slips.

Officers of Beauty Maid Mills include Mary Glick, president and treasurer, New York City; Theresa Ruddy, secretary, and Dallas D. Cline, vice-president and general manager. Mr. Cline, a native of Winston-Salem and graduate of the University of North Carolina in Production and Personnel Management, was formerly in the Accounting Department of The Bahnson Co., Winston-Salem, for a few years and was a Sergeant in the Air Corps for three years during World War II. For four years he was superintendent of the Garment Division of Beaunit Mills and became a member of the new firm which took over this division. Mrs. Cleo Pope, forelady with the new firm, was with the Garment Division of Beaunit Mills for 19 years.

The Phoenix Mills began operation around 1929, producing woolen sweaters. When it was taken over as a division of Beaunit Mills in 1942 it began making baby bibs, bloomers and T-shirts and Army drawers. It filled several contracts for the U. S. Government. The present firm shifted to panties and proposes to add gowns and slips as it expands operations.

INDERA MILLS COMPANY
Winston-Salem, N. C.

Indera Mills Company, S. Marshall St., Winston-Salem, was organized in 1914 by Col. Francis H. Fries and W. L. Seiwers to manufacture knitted slips and petticoats. Starting in a small way, the firm now occupies 70,000 sq. ft. of floor space in the production of the original lines, and other items of women's underwear, which are sold nation-wide under the nationally-known brand of "Indera Figurfit."

Interest is raised in the romantic name of Indera. In 1906 Col. Fries, for many years president of Wachovia Bank and Trust Co., and members of his family made a visit to Europe and crossed the Mediterranean to Egypt. Spending some time on the banks of the Nile, Col. Fries and his family met the family of the Rajah of Baroda, India, including his daughter, Princess Indera. Col. Fries was intrigued by the Princess and her name. When he came to know her well, he asked her if he might use her name for an industrial firm in America at some later time. She gladly consented, and eight years later Indera Mills Company was formed.

When Indera started it had only three employees working in a corner of the Maline Mills, in 400 sq. ft. of floor space. As Indera operations expanded, requiring more space, those of the Maline Mills declined, and finally Indera took over the Maline Mills' property. Mr. Seiwers had charge of the operations until 1922 when he left the firm. At that time the company was incorporated and Col. Fries became president; Hugh G. Chatham, vice-president; J. Lee Keiger, secretary-treasurer, with H. S. Foy, Jr., as sales manager, and C. Lewis Martin as plant superintendent. When Col. Fries died in 1931, his daughter, Mrs. Richard F. Willingham succeeded him as president; Robert M. Hanes, then and now president of the Wachovia Bank and Trust Co., became vice-president; Mr. Keiger continuing as secretary-treasurer.



High quality slip and half-slip made by Indera Mills, Winston-Salem

Mrs. Willingham retired in 1953 and died in January, 1954. Following her retirement, her son, Francis Fries Willingham became president; Mr. Keiger was named chairman of the board and treasurer; Mrs. Susie S. Batting was named secretary; George W. Sheek, Jr. became vice-president in charge of sales, with Charles F. Mickey as plant superintendent.

Indera Mills has expanded during the years to meet the increasing demands for its products. The 70,000 sq. ft. of floor space are embraced in four connected buildings. The firm has an authorized capital of $500,000. The plant employs around 100 workers and has its own sales force of eight representatives, who cover the United States. Its products are sold under the "Indera Figurfit" brand, largely to department stores, chain stores, and women's specialty shops.

Indera continues its original lines of princess slips and petticoats, and has added others. It produces knitted heavy winter-weight slips of cotton, wool, nylon, orlon, and cotton and wool combinations; knee warmers of wool and nylon, and woven cotton slips and petticoats for spring and summer wear, which were started in 1950 and have developed rapidly until they now amount to a substantial portion of the firm's production. Knitted winter garments range in price from 98¢ to $10.00, and lighter woven garments from $1.98 to $2.98.

Mr. Willingham, president, a native of Macon, Ga., moved to Winston-Salem with his family in 1920. He spent two years in Virginia Military Institute and transferred to Carolina, where he received his B.S. degree in Commerce. He had started working in the plant during vacation periods and then became a full-time employee, working in all departments of the mill. He was a salesman for three years, then bookkeeper and production manager. During World War II, he served about four years in the Navy, reaching the rank of Lieutenant. He was made secretary of Indera in 1946, vice-president in 1949, and became president in 1953.

PINEHURST TEXTILES, INC.
Asheboro, N. C.

Pinehurst Textiles, Inc., 120 E. Pritchard St., Asheboro, was organized and incorporated in January, 1946 by two textile graduates of N. C. State College and returned servicemen, who started producing lingerie with limited means and equipment. They have developed a still modest firm which has, in about nine years of operation, established the well-known and popular "Pinehurst" brand of women's high quality underwear.

Pinehurst Textiles started operations with only eight employees down-town in an upstairs location, containing only 3,600 sq. ft. Two years later it acquired about one-half of a city block in space and erected an entirely modern, one-story, building of brick, steel and concrete. This building contained 13,000 sq. ft. of production space. Outgrowing this space, the firm built an addition in 1951 containing 7,000 sq. ft. of space. All of the 20,000 sq. ft. is now fully utilized.

Pinehurst garments are produced primarily from nylon fabrics, with some cotton, cotton batiste, cotton plisse, and acetate rayon. Products are ladies' slips, which retail from $3.98 to $8.98; gowns from $5.98 to $14.98; pajamas from $3.98 to $9.98; bed jackets from $3.98 to $7.98; panties from 49¢ to $3.98, and negligees from $12.98 to $14.98.

Pinehurst products are distributed nation-wide through the firm's own sales organization. They are sold through department stores and specialty shops. The firm knits most of its fabrics, but supplants its own production from outside producers whenever it is necessary to keep up with the demands for its products.

The two founders of Pinehurst Textiles are John F. Redding, president, and Abner D. Potter, secretary and treasurer, with Clyde Graves as plant superintendent, and M. W. Hall as superintendent of knitting. Mr. Redding, a native of Asheboro, and Mr. Potter, a native of Lenoir County, were classmates in the Textile School of State College. Before World War II, Mr. Redding was with Adams Millis in High Point, and during the war was in the Quartermaster Corps for about five years. Mr. Potter was with the Hosiery Division of Burlington Mills, Greensboro, for about a year, and spent about four years during the war in the Ordnance Department, assigned to the Air Corps. Their native ability, training and experience have served them well in the development of a nice growing industry.



Bed jackets by Pinehurst Textiles, Asheboro, maker of fine underwear

L. & L. MANUFACTURING CO.
North Wilkesboro, N. C.

L. & L. Manufacturing Co., 215 Ninth St., North Wilkesboro, started operations November 10, 1953, when 11 sewing machines were installed in the Motor Market Building, with a few employees.

By late summer the firm had installed 75 machines in the Motor Market Building and had also established another unit in the Winters Building, on Highway 115 inside the city limits. These two units provide a total of 13,000 sq. ft. of production space. The firm now employs 125 workers, and the weekly payroll ranges around $5,000. The town of North Wilkesboro has cooperated fully with this new industry. Also the local Employment Security Office has given aptitude tests and referred the workers employed by the organization. Officials announced that workers in the area are easily trained and that 90% of those employed have reached the point of becoming 95% efficient in the operations.

L. & L. Manufacturing Co. produces women's cotton briefs exclusively in 10 colors and in 16 sizes, the sizes ranging from size 2—children's to women's 8. These garments are made for sale to wholesalers. Quality goods are produced and sold in the higher cotton ranges.

Most of the quality cotton goods used in the production of these briefs are secured from North Carolina mills, principally the Rowan Mills in Salisbury. Boxes for packing and shipping the garments are purchased from the Catawba Paper Box Co., Hickory.

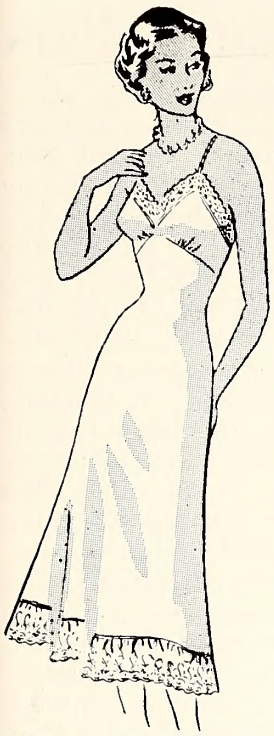
Nicholas Wehrmann, general manager of the plant, is a native of Michigan and received his B.S. degree in Industrial Mechanical Engineering at the University of Michigan. For four years he was employed at the garment plant of Modern Globe, Inc., in Grand Rapids, Mich., before becoming general manager of the North Wilkesboro plant. Marvin Lott Mayberry, a native of Jonesville, an A.B. graduate of Appalachian State Teachers College at Boone, is assistant general manager.

DIXIE BELLE TEXTILES, INC.
Greensboro—Gibsonville, N. C.

Dixie Belle Textiles, Inc., was organized in August, 1946, by D. H. Cashwell and started production of "Dixie Belle" lingerie. The firm has now expanded its operations in its Gibsonville plant and in a leased plant in Greensboro until it now produces approximately 2,400,000 garments annually.

When Dixie Belle Textiles was first organized Mr. Cashwell was president, treasurer and general manager, and N. D. McNairy, attorney, was secretary (inactive). Soon after the company was formed, V. F. Westmoreland joined the firm and in a short time became vice-president, the position he still holds. The firm owns its building in Gibsonville, an office building and warehouse at 322 South Davie St., and leases production space at 321 S. Davie St., Greensboro.

Plans are now being developed by Dixie Belle Textiles for extensive expansion. In August, because of need for greater production, the Gibsonville plant added a second shift. This firm then had about 60 employees. The annual payroll for these and the office staff is around $165,000. The Greensboro



Slips, half-slips and panties are made by Dixie Belle

plant, with 45 employees, has an annual payroll of around $90,000. The Gibsonville plant contains about 12,000 sq. ft. of production space and about 9,000 sq. ft. of production space is leased in Greensboro. With the general office and warehouse space, the company occupies a total of about 50,000 sq. ft.

Officials of the company give credit to the Burlington and Greensboro offices of the Employment Security Commission for extensive assistance in staffing the plants, particularly by testing the applicants and referring suitable workers to the jobs.

Dixie Belle lingerie is sold nation-wide through the Greensboro office to chain and retail stores by 14 traveling salesmen operating throughout the country. Materials used are cotton broadcloth, batiste, soft cotton plisse, rayon tricot, nylon tricot, and nylon parchment. Lingerie ranges from popular to high prices. Slips range in retail price from $1.59 to $5.95; ladies' panties from 59¢ to $1.98; children's panties from 39¢ to 98¢, and half slips from 98¢ to $3.95. Products include women's and children's slips, women's and children's panties, and women's and children's half slips, of which about 200,000 dozen garments are produced annually.

Mr. Cashwell, founder and head of the industry, a native of Dunn, has been engaged in textile and garment work practically all of his life, bringing extensive experience in the industry he organized about eight years ago. Mr. Westmoreland, vice-president, is a native of Stokes County but grew up in Madison. He has a B.S. degree in business administration and joined Dixie Belle Textiles as office manager in 1948. He was elected vice-president in 1951. H. H. Pressley is general superintendent of both the Greensboro and Gibsonville mills, and J. Howard Lee is plant manager at Gibsonville.

BIEN JOLIE FOUNDATION GARMENTS
Dunn, N. C.

Bien Jolie Foundation Garments, 413 South Clinton Ave., Dunn, a subsidiary of Benjamin & Johnes, Inc., Newark, N. J., operating since May, 1953 in temporary quarters in the old Bear Building, will soon have a thoroughly modern $150,000 building to house the operations at Dunn.

The new building, containing 20,000 sq. ft. of production space, all on one floor, completely air-conditioned and constructed on entirely modern lines, is being erected by the Dunn Industrial Development Corp., composed of a group of business and professional men in Dunn. Construction is being handled by O. W. Godwin, Dunn contractor, on plans drawn by his engineers. The building site is a five-acre tract, purchased from G. W. Henry in the northwestern section of Dunn, and bounded by Vance and Harnett Streets, the Durham and Southern Railroad, and the old Coats road. All but one acre is located inside the Dunn city limits. The building will be leased to the garment firm, with privilege to purchase.

Bien Jolie Foundation Garments, in operation for more than a year, has been employing workers tested, selected and referred by the Fayetteville office of the Employment Security Commission, since the middle of 1953. During this period about 75 workers have been trained, and the plant has been in expanding operations. Only the sewing operation has been carried on at the plant. Cutting and other operations have been handled by other plants of the parent company. With the completion of the new building, the firm plans to increase employment to around 350 workers, and the payroll is expected to range between $500,000 and $600,000 annually.

Benjamin and Johnes, Inc., with headquarters in Newark, is a well established firm, producing the nationally advertised and well-known "Bien Jolie" line of ladies' foundation garments, from which the Dunn firm takes its name. Sam Yafee is president of the parent organization; Myles Friedman is vice-president, and Sam Lazzara is production superintendent.

Announcement of the decision to build the new Dunn plant was made in October by Al Wullenwaber, chairman of the Industrial Committee of the Dunn Chamber of Commerce, after a conference with the three principal officers of the parent organization. Since that time work has progressed and construction is well underway.

Henry (Harry) Fisher, who has been with Benjamin and Johnes since January, 1930, moved to Dunn May 4, 1953 to open up the Dunn operations and has since been general manager of the plant. Mr. Fisher is a native of Cumberland, England, and is a graduate machinist of Whitehaven College. He worked as a machinist in England for four years and came to America in 1929, joining the parent organization the next year. He held positions in the other three plants before coming to Dunn.

GLENDALE MFG. CORP.
Biltmore—Asheville, N. C.

Glendale Mfg. Corp., Koon Development, Biltmore, Asheville, was organized and incorporated under North Carolina laws in December, 1953 and started business in January, 1954 in the manufacture of ladies' pajamas, gowns and slips, and the industry has started very satisfactorily.

The firm produces cotton plisse, cotton and ravon slips, gowns and pajamas and also produces a line of flannel pajamas. The garments are in the popular price range, the usual prices being $2.98 for gowns, $1.25 for slips and $3.98 for pajamas. The firm now produces around 19,000 garments a week and plans expansion as sales increase. Garments are sold through the firm's selling agency to chain and department stores on a nation-wide basis.

The Glendale firm decided to move to North Carolina in large part through the efforts of Frank Coxe, who owns the building in which the plant is located. It is under lease for several years. The firm owns equipment valued at approximatelv $50,000, including 90 sewing machines which will be increased by

(Continued on page 116)

State's 1954 Total Payroll Just Under Two Billion Dollars

North Carolina's total payroll for 1954 for firms covered by the N. C. Employment Security Law amounted to approximately $1,990,000,000, or about 2.6 percent less than the 1953 total payroll of $2,044,000,000. In the same period the Employment Security Commission paid out slightly more than $37,500,000 in unemployment insurance benefits to compensate for an estimated 2,400,000 weeks unemployment for eligible unemployed workers, which is an increase of about 75 percent over the unemployment in 1953.

These figures, announced by ESC Chairman Henry E. Kendall, represent actual reports for part of the year and estimates on the balance, made by Hugh M. Raper, director of the Bureau of Research and Statistics. They apply only to firms covered by the Employment Security Law.

The drop of about 2.6 percent in payrolls last year reflects the increased unemployment as well as the decline in average weekly working hours. Chairman Kendall points out that a look at the 1950-54 period suggests that the 1954 setback actually does not represent a serious downtrend. In 1950 average monthly employment was 658,000 and wage payments to insured workers reached $1.6 billion dollars. This level, when compared with the estimated average monthly employment of 715,000 and $1,990,000,000 wage payments in 1954 indicates the economic progress which has taken place since the start of 1950. The net rise is about 60,000 more workers and $390,000,000 more in payrolls.

The decline in employment and in scheduled work days accounts for the drop in payrolls and also for the 75 percent increase in weeks of unemployment. from 1,360,000 in 1953 to an estimated 2,400,000 in 1954. This resulted in payment of unemployment insurance benefits of an estimated $37,500,000 in 1954, which, Chairman Kendall points out, provided buying power and thus tended to soften the economic lack of balance in 1954.

Although average monthly employment was about 715,000 workers in 1954, nearly a million workers had earnings in covered employment. In that year a minimum of 175,000 different workers drew one or more weekly payments for unemployment. The reach of unemployment was deeper in the worker groups in 1954 than in any postwar year, the nearest prior record having been in 1951, when 140,000 different workers drew one or more weekly payments.

The trust fund from which unemployment insurance payments are made is just under $171,000,000, or about $10,000,000 less than at the beginning of 1954. The relatively favorable fund condition, however, will enable the Commission to retain in 1955 Schedule "D" of the Experience Rating Formula, which is the same as applied in 1954.

In looking toward 1955, Chairman Kendall points out that recent gains in employment levels in the State's predominant industries suggest that unemployment-wise the year should be somewhat better than 1954. In terms of average monthly employment, 1955 is expected to exceed the peak 1953 level of 728,000 and in terms of payrolls of insured employers the 1953 level of $2,044,000,000 is likely to be exceeded.

The more favorable outlook, Chairman Kendall explains, takes into account the end-of-the-year uptrend in non-seasonal industries, the expansion taking place in long-established firms and the influence of the newer industries, some just starting and others now completing their staffing patterns.

An effective Employment Security operation in any community can best be had when the employer of the community makes his needs for workers known to the Employment Office. This enables the office to serve its clients, whether they are job seekers or claimants, more efficiently.

Big Expansion of Outerwear Production in State in Decade

Practically all of the outerwear manufacturing firms operating in the State have been established within the last decade and most of them since 1950.

Oldest of these firms is Goldbloom's Highland Garment Co., Asheville, established in 1936, followed in 1941 by Southern Knitwear Mills, Inc., Charlotte; Apparel, Inc., Mebane, in 1946, and Iredell Knitting Mills, Inc., Statesville, in 1947. Among the later plants established are Frederick Tailoring Co., New Bern, in 1950; Martin Manufacturing Co., Inc., Robersonville; Hadley Manufacturing Corp., Burlington, and Sherayne Blouse Co., Wilson, in 1952, and Charlotte Blouse Co., Charlotte, The Hadley Corporation, Weaverville, Carolina Industrial Mfg. Corp., Greensboro, and Kar-Lyn Corporation, Asheville, all in 1953.

Employment in outerwear firms in the State in 1954 reached around 2,500, with an annual payroll of about $4,000,000. Probably 25,000,000 outerwear garments were manufactured in 1954, sales probably exceeding $22,000,000.

SOUTHERN KNITWEAR MILLS, INC.
Charlotte, N. C.

Southern Knitwear Mills, Inc., 424-26 West Third St., Charlotte, was started in 1941 in the home of Mr. and Mrs. Fred Stern, 1813 High St., with Mr. and Mrs. Stern composing the working force in making by hand such infants' wear as bootees, caps and sweaters. This firm, headed by a refugee from Germany, has expanded until it and its affiliates produce enough children's wear each year to bring in several million dollars.

Fred Stern, founder of this and affiliated organizations, is a native of Germany, where he took textile engineering courses. For about 10 years he was engaged in textile sales in Germany, and during the war was placed in a Hitler concentration camp. He was able to get away after about three months and made his way to the United States. Arriving in 1938, he settled in Richmond, Va., and worked in a garage until he was able to get a job traveling and selling children's wear, starting in Baltimore and

working out of Charlotte. After about three years of travel he and his wife started the home production of infants' wear in 1941.

In the next year, Mr. Stern occupied a small building, containing 2,000 sq. ft. of floor space, at 724 North Brevard St. Here he had 12 employees, operating three knitting machines and six sewing machines. In 1945 he moved his plant to 219 North Graham St., where he had 6,000 sq. ft. of space and employed from 30 to 40 workers. This plant is still occupied by a subsidiary firm under the name of Soderberg and Stern, Inc., which does contract work for the Southern Knitwear Mills.

By 1949 Southern Knitwear Mills had outgrown its space and moved the office and shipping department to 424 West Third St., where these activities are still carried on. In the same year this firm acquired control of the Penry Manufacturing Co., a sewing plant in Galax, Va., which was expanded and now contains 21,000 sq. ft. of floor space. In this plant 100 machines are operated by 100 to 110 employees.

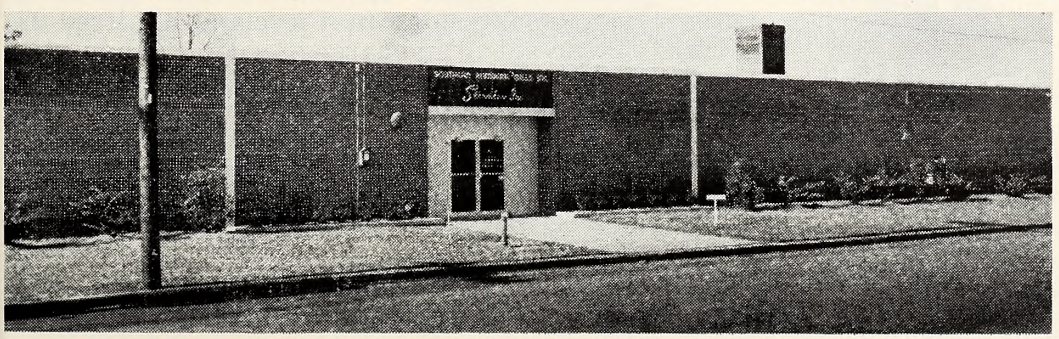
Southern Knitwear Mills in 1953 started operations in its own building at 622 E. 28th St., Charlotte, to manufacture sweaters only on fine gauge machines. The plant at 219 N. Graham St. moved into this new building, which now employs from 100 to 110 persons. An addition of 21,000 sq. ft. was made to this plant during 1953.

All told, Southern Knitwear Mills now employs approximately 350 workers in its Charlotte and Galax plants. In North Carolina the firm employs about 250 workers, with an annual payroll of around $750,000.

Fred Stern, head of the firm, continues as his own sales manager, directing activities of his own sales force of 14 representatives, located in all sections of the country. Recently the firm opened its New York sales office in the Empire State Building, with Murray Schwartz in charge.

In reaching gross annual sales that go into the millions of dollars, Southern Knitwear Mills produces children's and infants' sweaters, creepers, diaper sets, polo shirts, cardigans and sports shirts for boys, girls and infants up to size 14. Production now reaches around 7,250,000 units annually, a small percentage of the production going into export trade. These garments are popular priced, ranging from 59¢ to 98¢ and on up to $1.98 and $2.98. Sales are made through chain and department stores and speciality shops on a nation-wide basis. Brand names now becoming popular are "Sterntex" and "Tog-About", and the firm also makes products under the brands of its customers.

Recently erected and thoroughly modern plant of Southern Knitwear Mills, Inc., Charlotte



After operating for a short time as a partnership, owned by Mr. and Mrs. Stern, the company was incorporated. Present officers are Fred Stern, president; Mrs. E. T. Stern, secretary and treasurer, and Eric Sternberg, vice-president. Mr. and Mrs. Stern own about 92% of the stock. Ralph J. Stern, their son, is a freshman in textile engineering at N. C. State College. Robert Fred Stern, another son, 11, attends the Charlotte school.

Soderberg and Stern, Inc.

Soderberg and Stern, Inc., 219 N. Graham St., Charlotte, was incorporated in February, 1949, as a contract firm producing children's outerwear for Southern Knitwear Mills. The officers are Marvin E. Soderberg, president and general manager; Fred Stern, vice-president and sales manager, and Mrs. Ena Stern, secretary and treasurer.

Starting with 3,000 sq. ft. of floor space and with 12 or 15 machines, operated by about 20 employees, Soderberg and Stern secured additional space to give 7,500 sq. ft. of operation space and gradually added machines until about 60 are now in operation. This firm produces about 100,000 dozen garments annually, includng polo shirts, cardigan coats, creepers and nylon sports shirts. All of these garments are knit woven fabrics of cotton, rayon, nylon and orlon, and all are in the range for children from six months to 14 years old. They are all in the medium price range. This firm employed about 75 workers during the summer, but expected to increase the number to around 100 by the end of 1954. The annual payroll ranges around $165,000.

Marvin E. Soderberg, president and general manager of the firm, is a native of Minneapolis and started garment manufacturing 35 years ago. For 25 years he was in the industry in Minneapolis, for five years was in other southern plants, and joined with Fred Stern in the organization of this contract firm five years ago in Charlotte.

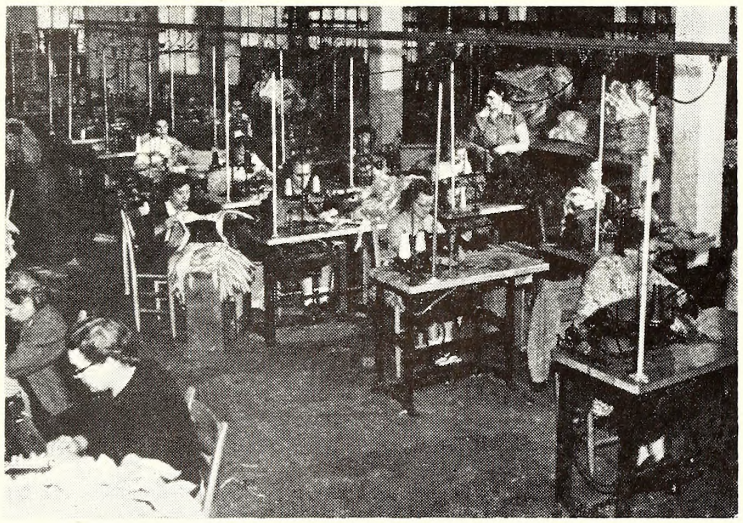
Sterntex, Inc.

Sterntex, Inc., 424 W. Third St., Charlotte, was organized sometime ago as sales agency for Southern Knitwear Mills, Inc. and its affiliated firm, Soderberg and Stern, Inc. Sales are made to the wholesale trade and to national chain stores. Fred Stern is president, and Mrs. E. T. Stern is secretary-treasurer.

CAROLINA INDUSTRIAL MFG. CORP.
Greensboro, N. C.

Carolina Industrial Mfg. Corp., 364 Ashe St. at Walker Ave., Greensboro, was organized and incorporated in May, 1953, to manufacture the nationally-advertised and popular "Mary Jane" dresses for girls. This firm, gradually building its production force, expects in a few months to have 300 workers making infants' and children's dresses under contract for Mary Jane, Inc., in New York City.

This firm started a pilot plant September 2, 1953, and by August, 1954, had increased its staff to 220 workers. Soon it expects to be operating at full capacity with 300 workers and a weekly



Producing Mary Jane dresses in sewing room of Carolina Industrial Mfg. Corp., Greensboro

payroll of around $7,000. The space was formerly number 308 Walker Ave. and was occupied for several years by the Carolina Manufacturing Corp., which built a new plant on E. Bessemer Ave. The three-story building, containing 60,000 sq. ft. of floor space, was reconditioned for making dresses and is leased for a number of years.

Carolina Industrial Mfg. Corp. makes infants' and children's dresses in 15 sizes and for ages from nine months to 12 years. Garments are made for the four seasons and approximately 1,000 different styles are produced each year. In August the firm was producing 1500 dozen dresses a week, a number that is due to be increased extensively in the coming months. Based on sizes and materials, retail prices of these dresses range from $2.98 to $14.98. The "Mary Jane" label is used on all products, made under contract for Mary Jane, Inc., and dresses made for other customers bear the labels of these customers. Mary Jane dresses are distributed nation-wide and are shipped extensively to Hawaii, Japan and other army post exchanges.

An interesting development in the firm's products was the inauguration of a department manufacturing walking dolls and doll dresses. In this production the firm uses dolls with soft plastic heads and rigid plastic bodies, with plastic life-like hair and closing eyes. These walking dolls when fully dressed retail for $10.95. This has proved a profitable innovation and has already developed into about 10% of the firm's production. Plans are to further expand this part of the industry, including probable change in the line of dolls, with lower retail prices. Albert Reice is head of this department.



Mary Jane dresses made in Greensboro

Edward Marino is president of the Carolina Industrial Mfg. Corp. and general manager of the Greensboro plant. A native of New York City, he has had 20 years of experience in garment manufacturing with the parent organization, G. H. & E. Freydberg, Inc., 1359 Broadway, New York City. Mr. Marino is experienced in all phases of garment work. He became vice-president of the parent organization in 1949 and came to North Carolina to head the Greensboro firm November 1. He planned to move his family to Greensboro the first of the year. Mr. Marino succeeds Verne Brewer, who came to Greensboro, organized and started the firm in 1953.

THE HADLEY CORPORATION
Weaverville, N. C.

The Hadley Corporation of Weaverville, North Carolina, is a wholly owned subsidiary of The Cashmere Corporation of America of Cleveland, Ohio. It was organized in 1953 and during the latter part of that year commenced making full-fashioned ladies' lamb's wool cardigan and pullover sweaters. One addition to the plant has already been made, and further expansion is planned for the not-too-distant future. The Hadley plant in Weaverville is a one-story, brick, steel and concrete building of nearly 20,000 sq. ft. It is situated in the midst of the Great Smokies on a beautiful 35 acre site, and is regarded by those who have seen it as a gem of industrial achievement.

Sweaters are knitted from a super fine quality of imported lamb's wool, the yarn being spun by the Erie Dyeing & Processing Co., also a subsidiary of The Cashmere Corporation of America. These three companies are completely integrated and are the only organization in the world to conduct a completely vertical operation. The lamb's wool sweaters, made in the Weaverville plant, are sold through the better department and specialty stores throughout the U. S. A. They retail at prices ranging from $9.95 to $12.95. The Hadley plant is the only one of its type in North Carolina.

The Erie Dyeing & Processing Co., which specializes in scouring, bleaching, dyeing, and spinning, was founded 40 years ago by the Habers, a prominent Cleveland family. This firm pioneered the research and modernization of the cashmere industry in this country. Here experts have perfected numerous complicated techniques for removing the residue and coarse outer hairs from the delicate down. Special systems have been developed for scouring, dyeing, blending, mixing, picking, carding, and spinning.

The three corporations named—Cashmere, Erie, and Hadley of Weaverville—are owned and managed by the same group of stockholders who are also the officers of the company. Sales of the three companies are managed exclusively by Strauss & Frisk, 580 Fifth Avenue, New York City. A competent selling force covers the entire country with the products of the three companies. Lawrence M. Strauss, who resides in Connecticut, is chairman of the board. Richard L. Haber, who is president, lives in Cleveland. Wallace Adler, vice-president in charge of production, also resides in Cleveland. Alfred G. Frisk, vice-president in charge of sales and advertising, makes his office in New York.

Richard M. Taylor, manager of the Weaverville plant, is a native of Asheville and a son of the late W. Granville Taylor, prominent lumber dealer. Mr. Taylor attended Sewanee Military Academy and is a graduate of the University of Virginia in 1940. For five and a half years during World War II he was in the Field Artillery and was discharged in 1946 as a Major. He was engaged in lumbering in Rock

Hill, S. C., for several years and joined The Hadley Corporation in December, 1953, as manager of the plant at Weaverville. Warren Kilpatrick, a native of Newportville, Penna., is supervisor of knitting, and Miss Dorothy Gladwell, a native of Dover, England, is supervisor of finishing.

The company, which is privately owned by the aforementioned group and their families, does not publish a financial statement. However, the combined sales run into a number of millions of dollars.

IREDELL KNITTING MILLS, INC.
Statesville, N. C.

Iredell Knitting Mills, Inc., Statesville, was organized and incorporated in 1947 by Robert Kalman, a native of Vienna, Austria, to manufacture children's garments. Success of this enterprise is indicated by the fact that three separate buildings in a nearby group have been constructed in the seven years of operation, and plant no. 3 is now being enlarged.

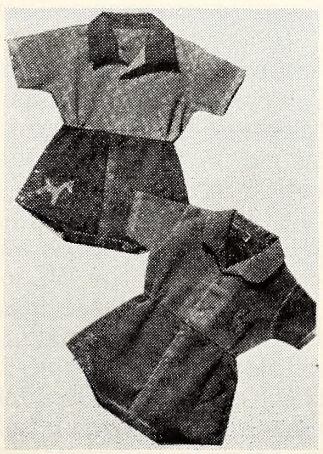
Iredell Knitting Mills started tubular knitting from which are made creepers, polo shirts and boys' cardigans. Since the plant was started, additions to the line of goods produced include diaper sets, boys' sports shirts and other children's wear.

The first plant of this firm was erected in 1947, and in 1951 plants no. 2 and 3 were added. The addition now being erected and due to be finished by the end of 1954 is completely air-conditioned. This will give the group of Statesville plants approximately 38,000 sq. ft. of production space.

Iredell Knitting Mills products are sold nationwide through jobbers and chain stores. Most of the products carry the "Iredell" brand over a four-leaf clover background, although some of the products carry the label of the firms for which they are made. The sales office is located at 366 West 15th St., New York City.

The plant is equipped with approximately 175 sewing machines, 25 knitting machines, cutting and other machines. The plant now employs about 200 workers and has an annual payroll of around $300,000. When the present addition is completed employment will be increased to about 250 workers, with an annual payroll of about $380,000.

Mr. Kalman was engaged in knit goods manufacturing in both Vienna and Paris, France, before coming to the United States in 1939. In the 15 years since coming to this country he has been the founder, an officer and operator of other firms including the Amconit Corp. in New York City and the Coatesville Knitting Mills, Inc., Coatesville, Penna. He now divides most of his time between the Statesville plant and the sales office in New York City. He is president and treasurer of the firm, and Miss Marjorie Schell is secretary. Theodore Sohn, general manager of the Iredell Knitting Mills, is a native of New York City and has had 16 years of experience in garment manufacturing. He started as a garment cutter, moved up to pattern maker, and to designer and production manager. He operated his own business as a garment manufacturer for seven years. In September, 1953, he came to Statesville as general manager of the Iredell Knitting Mills.



Creepers are among items made by Iredell Knitting Mills, Statesville

KAR-LYN CORPORATION
Asheville, N. C.

Kar-Lyn Corporation, 162 Coxe Ave., Asheville, was organized in mid-1953 by members of the Tucker family in New York City to manufacture "Wee-Willie" garments.

Kar-Lyn Corporation is engaged in making "Wee-Willie" garments, including western shirts for boys from one to seven years of age, Cabana sets (shorts and shirts) and bathrobes for children from one to seven years of age. The firm planned to open an addition by the end of 1954 for making dungarees and slacks for children ages one to seven.

Products are sold through the sales office in New York City by salesmen throughout the country. Garments range in wholesale prices from $9.00 to $45.00. The firm uses its own labels and sells to chain and department stores, including such firms as Belks, Bon Marche and numerous others and ships its products extensively to Government Post Exchanges in Alaska, Germany, Japan and other foreign countries.

Materials used include cotton, rayon, nylon, dacron, flannel and corduroy. Most of the materials and supplies are bought from North Carolina firms, including materials from the Cranston Print Works at Fletcher; thread from Elmore Thread Co., Spindale; cartons from the Old Dominion Box Co., Charlotte, and boxes from the Etta Paper Box Co., at Marion.

Kar-Lyn had about 100 employees by late summer and planned to increase the number to about 175 by the end of 1954. The annual payroll now ranges around $140,000. The company provides accident insurance for its employees, gives one week paid vacation and has frequent picnic parties for its employees.

Officers of the Kar-Lyn Corporation are Arthur Tucker, president; William Tucker, his father, vice-president; and Mrs. Pauline Tucker, his wife, secretary and treasurer.

Joseph Greenberg is manager of the Asheville plant and Mrs. Gladys Deweese is superintendent. Mr. Greenberg is a native of Brooklyn, N. Y., and worked for the parent company before coming to Asheville three years ago. He was superintendent of the Asheville Shirt Co. and was appointed by the court as receiver and liquidator of that firm. Mrs. Deweese was with Beacon Manufacturing Co., Sayles-Biltmore Bleacheries and Asheville Shirt Co. before joining the Kar-Lyn Corporation.

MARTIN MANUFACTURING CO., INC.
Robersonville, N. C.

Martin Manufacturing Co., Inc., Robersonville, was established and began operation in the summer of 1952, as a result of the activities of Robersonville citizens and the N. C. Department of Conservation and Development. The firm now manufactures and ships approximately half a million house dresses annually.

Martin Manufacturing Co. started in a two-story brick building containing 8,000 sq. ft. of floor space, erected by local citizens. Operations were so successful that a year later a larger cinder block build-

ing, all on one floor, was erected, giving the plant a total of 12,000 sq. ft. Operations are somewhat seasonal, the firm employing from 125 to 150 workers, and the payroll ranges between $200,000 and $250,000 annually. The firm's plant of operating one section for white workers and another for Negro workers is developing satisfactorily.

Martin Manufacturing Co. produces women's house dresses primarily, with extensive production of quilted and flowered robes. The dresses and robes have a nation-wide distribution and are sold largely through chain and mail order firms. They are shipped direct to the individual stores from the Robersonville plant. Retail prices of dresses range from $2.98 to $3.98, and the robes range from $4.98 to $6.98 each in retail price.

H. J. (Hank) Menhard joined the firm early this year as manager of the Robersonville operations, succeeding Martin Steinberg, who opened the plant and was manager for about a year and a half. Mr. Menhard, a native of New York City, has been in the garment industry for a number of years. He was with the Textile Division of the War Production Board in the 1943-46 period, and from that time until 1954 he was engaged in apparel advertising and export work.

Robersonville, a rural community, not only assisted this industry in its new location. The community showed its appreciation of and interest in the new industry by staging an extensive celebration last August on the occasion of the second anniversary of the firm's location at Robersonville.

HADLEY MANUFACTURING CORP.
Burlington, N. C.

Hadley Manufacturing Corp., 1709 North Church St., Burlington, a North Carolina corporation, organized and started manufacturing women's and children's pajamas exclusively as a subsidiary firm and to do contract work for Croyden Manufacturing Co., Staunton, Va., and now produces enough "Tommies" to extend the gross annual sales to around three quarters of a million dollars.

The Hadley firm leases its plant, containing about 15,000 sq. ft. of floor space from Stratford Hosiery Co. All cutting, sewing, packaging and shipping is done in the plant. In operation are 65 sewing machines, and the firm employs about 100 workers with an annual payroll of approximately $175,000.



'Tommies' pajamas made in Burlington plant

Women's and children's pajamas are produced almost exclusively for all ages from junior sizes on up, and including longs and shorts. Probably 10% of the production is in gowns. More than 200 different styles are produced, all under the firm's well-known brand name, "Tommies." Production has now reached 300,000 garments annually, retail prices ranging from $3.95 to $9.95. Gross sales range around $750,000. Machines and equipment are valued at around $65,000.

Distribution of "Tommies" is nation-wide. The Burlington firm is under contract to produce goods for the Virginia firm but ships its products direct to the customers from the plant.

The Hadley firm started in a small building with 25 employees and 15 machines. The Burlington office of the Employment Security Commission has assisted in staffing the plant by testing workers and referring those considered qualified for training in garment making. The manager expressed appreciation for the services rendered from the time the firm started.



'Tommies' short pajamas produced by Hadley

The Hadley Company pays for a comprehensive life insurance and hospitalization plan for all of its employees, with disability benefits. A high wage scale is maintained, and employees are granted one week of paid vacation after one year of service and two weeks of paid vacation after five years of service. Three paid holidays are also observed.

James H. Meyer, New York City, is president of the corporation and Thomas Hassett, Staunton, Va., is vice-president and general manager; LeRoy Morrow is plant manager. Mr. Morrow, a native of Winder, Ga., entered the garment making industry early and has been active in this industry for 26 years, all of it in North Carolina. He was with Blue Bell in Greensboro for 15 years and was plant manager for three years of the W. Koury Company in Sanford. He moved to Burlington September 1, 1952, to open and manage the new Hadley firm.

CHARLOTTE BLOUSE CO.
Charlotte, N. C.

Charlotte Blouse Co., 314 E. Sixth St., Charlotte, was organized and incorporated in December, 1953, and began operation in the Wade Loft Building in the manufacture of ladies' blouses.

In less than a year of operation this firm has reached production ranging from 600 to 700 dozen blouses a week under contract for other garment manufacturers. The firm employs an average ranging between 80 to 120 employees and has an annual payroll from $200,000 to $225,000.

Charlotte Blouse Co. now operates in about 9,000 sq. ft. of floor space and had plans for securing another floor in the Wade Loft Building by the first of 1955, giving total floor space of about 20,000 sq. ft. By this expansion, the firm would increase its employees to around 140. The Charlotte office of the Employment Security Commission has cooperated with this firm in selecting, testing and referring workers to the plant.

Charlotte Blouse produces popular priced blouses of cotton, jersey and nylon tricot. These garments

range in retail price from $2.98 to $4.98. They are manufactured under the brand name of the manufacturers who take the entire output under contract. They are distributed nation-wide through specialty shops and department stores.

Robert M. Green came to Charlotte in May, 1954, as general manager of the plant. He is a native of New York City and has had extensive experience in garment manufacturing during the past 15 years. Formerly his work was in New York State, but during the five-year period before coming to Charlotte he was with the Palm Beach Corp. at St. Paul, Va.

GOLDBLOOM'S HIGHLAND GARMENT CO.
Asheville, N. C.

Goldbloom's Highland Garment Co., 217 Coxe Ave., Asheville, was organized and began business in 1936 as the Smokey Mount Industries. In 1940 the business was purchased by Harold Goldbloom, and in 1945 the name was changed to the present name. This firm manufactures women's coats and suits, as well as dresses and skirts for both wholesale and retail distribution.

Principal products are women's coats and suits, usually made to order, produced from rayon, wool and some nylon. The principal line is suits made to retail at prices ranging from $10.95 to $40.00 and coats ranging from $12.95 to $50.00. Some dresses are manufactured, ranging in retail price from $3.95 to $8.95, and skirts retailing from $1.95 to $8.95.

Retail outlets are operated at the plant in Asheville and in Spartanburg, S. C., a new retail unit having been started in September in Greenville, S. C. The Retail Department is under supervision of Mrs. Paris Cooper. Probably 15% of the production is distributed through the Retail Department, the remainder of the production going to jobbers and distributors only.



One of three retail outlets, factory-to-user, of Goldbloom's Highland Garment Co., Asheville, maker of stylish coats, suits and dresses

Goldbloom's Highland Garment Co. has an authorized capital of $100,000 with $40,000 paid in. The annual production ranges around $800,000. The firm employs an average of around 75 workers with an annual payroll of about $150,000. The firm leases the manufacturing and retail space and has machinery and equipment, largely sewing machines, valued at $50,000 to $60,000. Production space includes 11,000 square feet.

Goldbloom's Highland Garment Co. is family owned. Harold Goldbloom is president; Mrs. Ruth Goldbloom, his wife, is vice-president and treasurer, and Miss Ann Goldbloom, his daughter, is secretary of the corporation. Mrs. Millie Youngblood is stylist, superintendent of the plant and in charge of production. Mr. Goldbloom, head of the firm, is a native of St. Paul, Minn., moved to California in 1922 and came to Asheville in 1940. He has been in the ready-to-wear business practically all of his life.

Millions of Work Gloves Made in Newton-Conover Area

Sixty-five million work gloves a year!

That's a lot of gloves—the equivalent of about one for every individual in the national labor force—but approximately that number of gloves is manufactured annually in two adjoining towns in Catawba County—Conover and Newton—the exclusive center of the work glove industry in North Carolina, with the exception that one of the plants in this area has a branch plant some 16 miles away at Taylorsville in Alexander County.

As the four manufacturers in Newton-Conover express it, they manufactured about 2,700,000 dozen pairs of gloves last year which they sold throughout the United States for approximately $5,500,000. These four plants operate in about 260,000 sq. ft. of floor space, employ around 1200 workers, and pay wages and salaries each year amounting to about $2,500,000.

The work glove industry had its beginning in Catawba County more than 40 years ago, and Conover and Newton are the exclusive producers of gloves in North Carolina, with the noted exception. The pioneer in this industry was Perry Hefner, who started the first glove factory in 1913 in the Banoak school section of Catawba County and operated until 1940. Two years later in 1915, Adolphus Herman and Sons opened a small plant in Newton and operated for more than 10 years. An earlier Carolina Glove Co. was started in 1918 by John Clarence Yount, brother of Herbert M. Yount, who started the Newton Glove Manufacturing Co. John Young died in 1924 and the company later was sold to Eddie Smith and his father, E. A. Smith, of Charlotte. This Carolina Glove Co. was operated for a few years and was then liquidated.

Two of the five original plants are now large and successful operators. Warlong Glove Manufacturing Co., organized in 1917 by George A. Warlick, Luther F. Long and Robert B. Knox, is now operated by A. L. Shuford. Newton Glove Manufacturing Co. was started less than a year later by H. M. Yount, who still heads the firm. These are two of the nation's largest, oldest and best-known of the work glove companies.

The newer Carolina Glove Co., one of the larger firms and not connected with the earlier firm of the same name, was organized in 1946 by J. W. Abernethy and J. W. Abernethy, Jr., and the firm's Taylorsville branch was started in 1947. The Southern Glove Manufacturing Co. was organized in 1942 by A. C. Little, owner, and is now operating in a new building.—Historical data by H. M. Yount.

WARLONG GLOVE MFG. CO.
Conover, N. C.

Warlong Glove Mfg. Co., Conover, was organized in 1916 and thus is the oldest of a group of work glove manufacturers located in Newton and Conover, the center of the glove industry in North Carolina. It is affiliated with and owned by the same people who own the Conover Knitting Company, which manufactures men's hosiery—thus producing covering for both the hands and the feet.

Warlong Glove was organized by George A. Warlick and Luther F. Long, from whose names the name of the firm is derived, and Robert B. Knox. Operations were started in Newton, but during the first year C. R. Brady and Adrian L. Shuford purchased controlling stock and moved the plant into a wooden building in Conover. Conover Knitting was started as a department of Warlong Glove in 1928 and continued as such until 1932 when it was chartered as a separate firm. Members of the Shuford family now own practically all of the stock. The two industries are under the same roof, but are operated as separate corporations.

Originally, Warlong Glove made clute pattern canton flannel gloves. The line has been expanded to include reversibles, double palms, chore gloves, extended patch palm hot mill gloves, jerseys and leather palm gloves. Materials used include canton flannel, 8-10-12 oz. weights (based on 34 in. width), jerseys in 9 and 10½ oz. weights, knitted cotton tubing for wrists and top grade side and shoulder split leather for leather palm gloves. Products are sold to wholesalers and large industries, and factory prices range from $2.00 a dozen to $14.00 a dozen, varying extensively due to material changes.

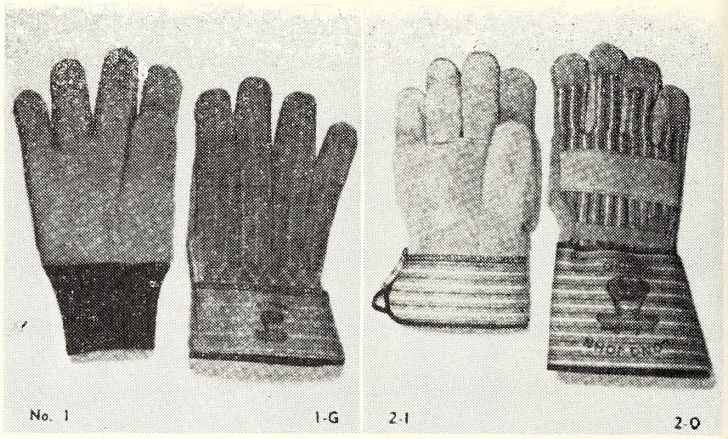
The modern Warlong Glove plant, all on one floor, contains approximately 90,000 sq. ft. of floor space. It employs around 450 workers, with an annual payroll of approximately $1,000,000. Annual production exceeds 1,000,000 dozen pairs of gloves in about 500 styles and many sizes, including men's, women's and extra sizes.

Business of Warlong Glove is nation-wide, with some export trade. Sales offices are maintained not only at the main office in Conover, but also in the Empire State Building in New York City and in Chicago and Los Angeles.

Early in 1954 the company made extensive expansions, doubling the warehouse space and adding materially to shipping space and to the Leather Palm Manufacturing Division space.

Warlong Glove provides a group combination life and hospitalization insurance policy which covers all employees after a six months' probationary period, in addition to Old Age and Survivors Insurance, Unemployment Insurance and Workmen's Compensation. The company also operates a cafeteria on a cost basis, and some of the civic clubs hold their periodic meetings in the attractive dining room. This cafeteria is a gathering place for all employees.

Present officers of the company are A. L. Shuford, president; W. Terrell Webster, Jr., vice-president—sales; C. L. Tarr, vice-president—Leather Palm Division; C. L. Hurley, vice-president—sales, New York office, and A. L. Shuford, Jr., secretary.



Work gloves in many styles made by Warlong Glove, Conover

A. L. Shuford, Sr., head of the firm, has maintaned cordial relations with employees in the Warlong Glove plant, as well as its younger affiliate, Conover Knitting Co., of which he is treasurer. He is affectionately known as "Pop" Shuford. A. L. Shuford, Jr., as head of the knitting firm, is now chairman of the board of The National Hosiery Manufacturers Association.

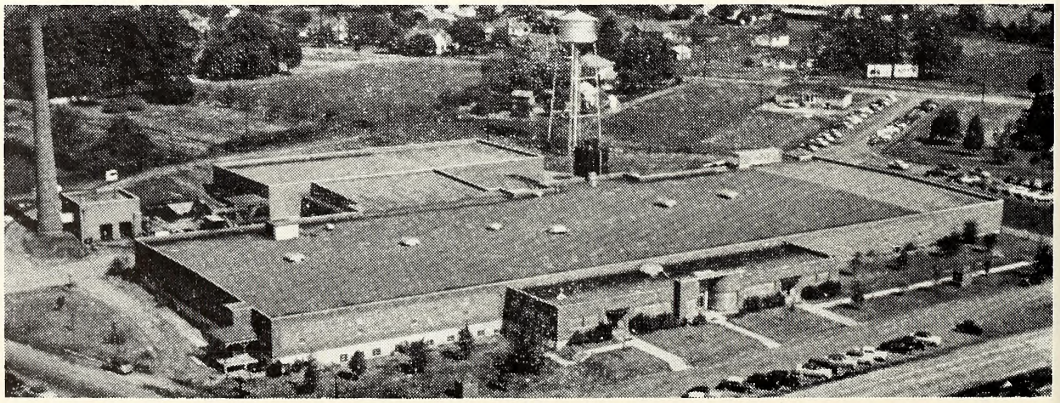
Last August 19 employees of both Warlong Glove and Conover Knitting staged a "strike" for half an hour, as has been the custom for many years, to help their boss, A. L. Shuford, celebrate his birth anniversary, on that occasion his 70th. He was called into the glove sewing room and presented a bouquet of 70 roses. Returning to his office he found a three-tiered birthday cake with the inscription "Seventy Years", a gift from the glove plant workers. The knitting mill employees gave him a dish garden of flowers.

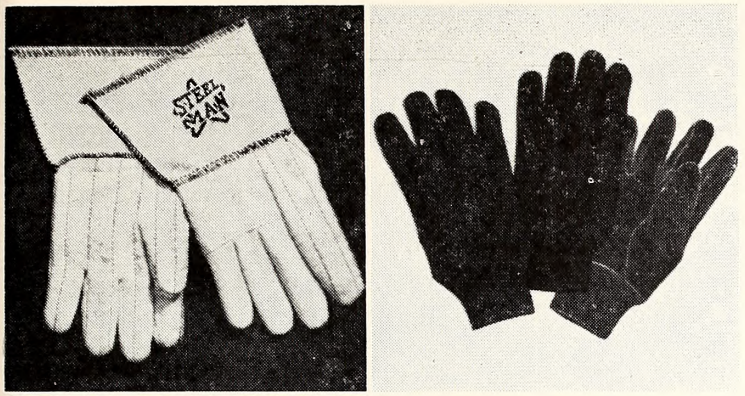
CAROLINA GLOVE CO.
Newton, N. C.

Carolina Glove Co., Newton, was organized in 1946 by J. W. Abernethy and his son, J. W. Abernethy, Jr., for the production of work gloves. Through several additions to the first small unit the company has expanded to the extent that it now produces around 1,000,000 dozen pairs of gloves annually and has developed gross annual sales of more than $2,000,000.

The original glove plant was in the Balls Creek area of Catawba County, eight miles southeast of

Large and complete work glove plant of Warlong Glove Mfg. Co. at Conover





Work gloves of many kinds and for many uses made by Carolina Glove Co., Newton

Newton. This plant, formerly a school building, was purchased from Catawba County in 1945, remodeled and adapted to the manufacture of gloves. The second plant was opened in Taylorsville in 1947 and now has about 85 employees. The building contains 4,000 square feet of floor space. The third unit was opened in 1948 containing storage and shipping units and the sales office. The fourth unit was opened in 1950 on Highway 10 at the edge of Newton. This unit is used as the Cutting Department, containing about 15,000 sq. ft. of space and employing nine workers.

Recently Carolina Glove Co. bought a building in Taylorsville formerly occupied by the Brookwood Mills Co. The cotton mill machinery has been sold, the building is being renovated and early in 1955 it was expected to start the manufacture of gloves. In this building the firm will add a Leather Gloves Department and will move the present Taylorsville plant into this building. When completed and in full operation the plant will employ from 280 to 320 workers and will have an annual payroll in excess of $500,000.

When the Taylorsville plant is in full operation, Carolina Glove Co. is expected to have more than 500 employees at its several plants, and the payroll will be approximately doubled. All of the units of the company will have approximately 90,000 sq. ft. of production space.

Carolina Glove Co. now produces a line of canton flannel and jersey gloves. With the opening of the Taylosville plant, leather and leather palm gloves will be added. Probably 95% of the materials used are purchased from North Carolina textile manufacturers. The products are sold on a nation-wide basis to industrial plants and through jobbers and wholesalers. The gloves produced range in price from $1.95 to $6.00 a dozen.

When the firm was first organized J. W. Abernethy was president; J. W. Abernethy, Jr., vice-president and general manager, and Paul B. Smyre was secretary and treasurer. J. W. Abernetthy is still president; J. W. Abernethy, Jr., is executive vice-president and general manager; P. P. Herman is vice-president and secretary, and P. B. Smyre is still treasurer. Thomas P. Pruitt has been added to the executive staff, and C. A. Smyre has been superintendent of the plant since the organization was formed. The authorized capital stock is $500,000.

J. W. Abernethy, Jr., executive head of the firm, is a native of Newton and attended N. C. State College. He was in the Army Air Force for more than three years during World War I and was discharged as a Sergeant. His father was a pioneer and is still one of the leaders in the textile industry in western North Carolina.

NEWTON GLOVE MFG. CO.
Newton, N. C.

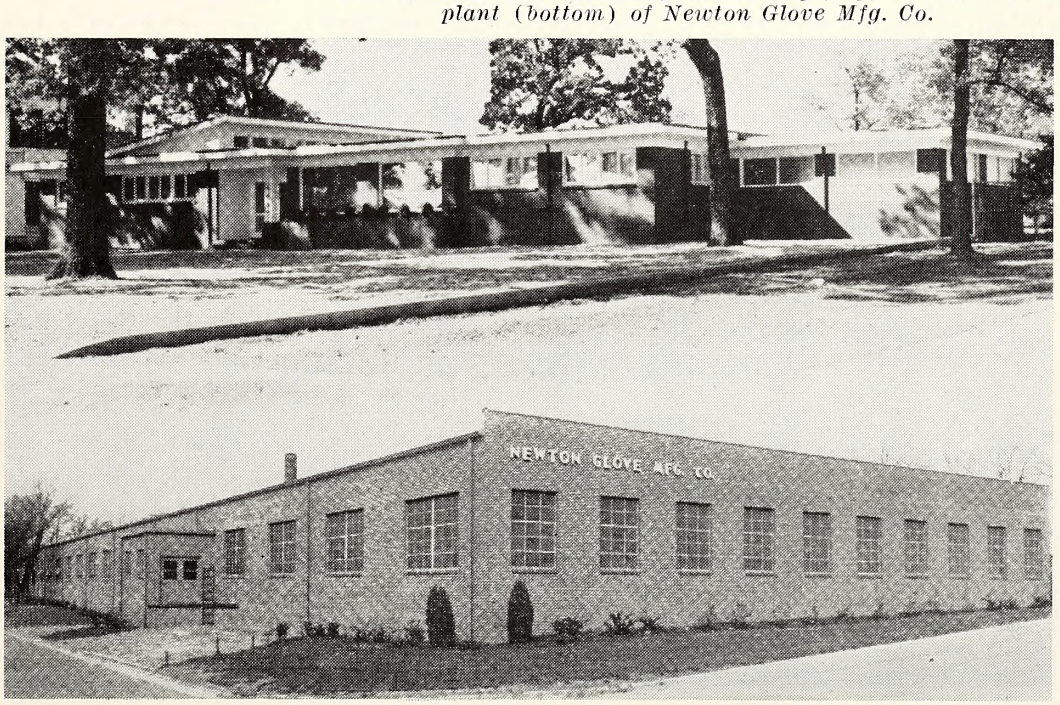
Newton Glove Mfg. Co., Newton, was organized by H. M. Yount in 1917, only a few weeks after the first glove firm was organized in the Newton-Conover area. The firm now produces more than half a million dozen pairs of work gloves annually, distributed on a nation-wide basis.

When Mr. Yount started his glove plant it was located in a frame building 30 x 100 feet and he employed 10 workers. Today he employs approximately 200 workers, has an annual payroll of $400,000 and occupies one of the most modern industrial buildings to be found in the State.

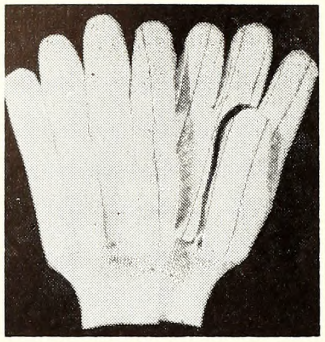
Newton Glove produces gloves made of canton flannel cloth, cotton plastic cloth, jersey cloth and knitted tubing cloth, all from high grade combed yarn for service. From 40% to 50% of the materials used are purchased in North Carolina. These cotton work gloves are made to retail from $.25 to $1.00. Of the 90 different styles and sizes, Newton Glove distributes more than half a million dozen pairs each year.

Newton Glove was operated for several years as an individually owned firm, then in 1940 became a partnership with his son, R. M. Yount, as a partner. In 1945 it was incorporated with an authorized cap-

Recently completed modern office building (top) and up-to-date plant (bottom) of Newton Glove Mfg. Co.



ital of $700,000. The modern one-story manufacturing building is 540 feet long and contains more than 50,000 sq. ft. of floor space. Entirely modern equipment has been installed. Part of the building is air-conditioned. Recently the firm completed a fine office building located on a large lot near the plant. This office building is 40 x 120 feet and modern in all respects.



Work gloves have been produced for many years by Newton Glove

Mr. Yount is proud of the 18 present employees who started work with the firm prior to 1918. Employees of the firm receive a Christmas bonus each year ranging from four to eight percent of their annual wages. They have one week of paid vacation each year, and the firm provides a hospitalization and welfare plan for all employees who meet basic requirements.

Officers of Newton Glove Co. are H. M. Yount, president; R. M. Yount, his son, vice-president and treasurer, and Mrs. R. M. Yount, his daughter-in-law, is secretary. Walter Dellinger has been superintendent of the plant for 12 years and J. P. Keever has been office manager for 30 years.

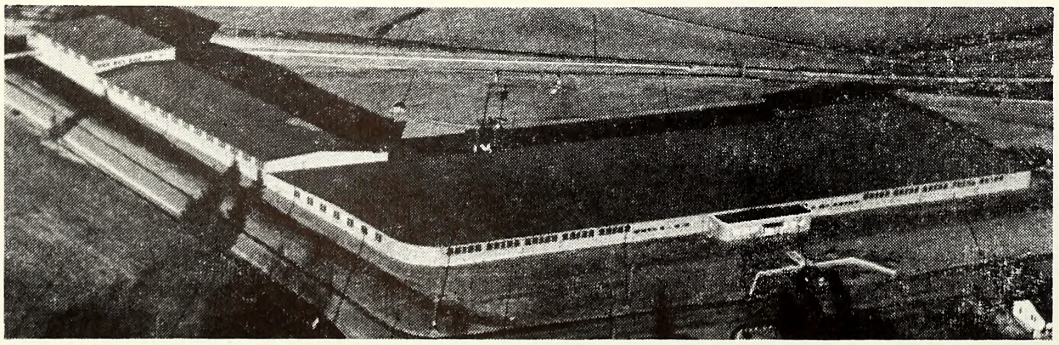
Numerous Miscellaneous Apparel Items Produced in State

North Carolina contains probably a dozen large manufacturing firms engaged in the production of items classified as Apparel. Some of these strictly are not wearing apparel or garments in the usual sense of the word. However, these industries, all embracing needlecraft, are so classed. These include such items as hunting garments, awnings, tarpaulins, packing or shipping bags, curtains, neckwear, handkerchiefs, garters, belts and other such items.

The oldest of these is Gem-Dandy, Inc., Madison, manufacturer of garters, suspenders, belts and other items since 1914. Panda Curtain Co., Charlotte, was organized in 1954, but succeeded Powdrell and Alexander which began operations in 1918. R. W. Eldridge Co. started making handkerchiefs in Charlotte in 1925. Chase Bag Co., Reidsville, in 1931 took over a Reidsville firm that had produced tobacco bags for many years. In 1932 Burlington Mills began ribbon production in Reidsville, and Tiedright Tie Co., Asheboro, began operation in 1934. The Charlotte Workshop for the Blind, Charlotte, opened in 1936. In 1942 Empire Manufacturing Corp. started making hunting coats and equipment, awnings and tarpaulins in Statesville. France Neckwear Mfg. Corp., Wilmington, started in 1945, and in 1948 Brady Manufacturing Co., Inc., Ramseur, started making handkerchiefs.

In this miscellaneous group in North Carolina some 2,000 workers are employed, with an annual payroll of about $3,500,000. Something like 35,000,000 units or garments in this division were produced in 1954 when gross sales probably reached $25,000,000.

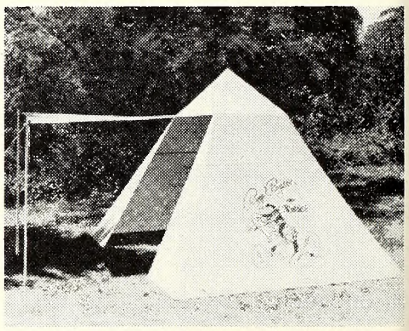
Air view of large plant of Empire Mfg. Corp., Statesville, making hunting garments, tents and tarpaulins



EMPIRE MANUFACTURING CORP.
Statesville, N. C.

Empire Manufacturing Corp., Empire area, Statesville, is a wholly owned subsidiary of the Hettrick Manufacturing Co., Toledo, Ohio, known as "America's largest manufacturer of canvas products," also manufacturing furniture, while its Statesville firm is engaged in the manufacture of hunting garments and awnings.

The Statesville unit has been in operation for about 12 years. About four years ago the company purchased a 12-acre site from the North Carolina Experimental Farm, and the G. L. Wilson Construction Co. of Statesville erected an entirely modern brick, steel and concrete building, containing 150,000 sq. ft. of floor space. The production space is all one story, while the finishing division is two stories high.



*Roy Rogers and 'Trigger' tent made by **Empire***

The largest percentage of the production of Empire is in hunting coats, hunting pants and accessories, including vests, shell belts, gun cases, game bags and other hunting equipment sold primarily under the "American Field" trade mark. Awnings, tents, and tarpaulins make up the balance of the production. The firm's fabric finishing division does water proofing, fire proofing, plastic coating and striping.

The hunting garments, awnings, tents and tarpaulins produced in Statesville are distributed through the Hettrick Manufacturing Co. to all of the 48 states, with a small export trade to foreign countries. The "American Field" line and other Empire products are distributed through sporting goods stores, department stores, chain stores, and mail order houses.

Empire employs an average of around 350 workers with an annual payroll of approximately



Huge sewing room for hunting garments at Empire Mfg. Corp., Statesville

$500,000. Employment at times of heavy contracts has reached as high as 500. The firm operates a cafeteria seating 200 people at a time, all profits going to a special fund and to take care of needy cases, flowers for the sick and Christmas presents for all employees. The Blue Cross Plan is available to all employees, who receive two weeks of paid vacation after five years of service and one week for those of shorter service. Employees are offered group life, health, and accident insurance of which part of the cost is borne by the company.

Officers of Empire Manufacturing Corp. are W. I. Smith, president; Glenn Chandler, vice-president and general manager; Arthur Rodriguez, vice-president and superintendent; David Quinn, vice-president in charge of finishing; James W. Smith, son of the president, sales manager. Judge C. B. Winberry, Statesville attorney, is a member of the board of directors with President Smith.

The Hettrick Manufacturing Co. was established in 1893 by William E. Hettrick to manufacture canvas products. The firm was reorganized in 1927 by I. P. Smith and Roland Wilbur, Mr. Smith soon afterwards becoming president. Later he became chairman of the board and in 1954 retired, although he continues active as an adviser. While I. P. Smith was active head of the firm it expanded by organizing the Huntington Manufacturing Corp., of Huntington, Ind., which makes canvas products and furniture, with a plant at Andrews, Ind., producing furniture and recently expanding its operations. The Hettrick firm also operates two furniture and velocipede plants in Goshen, Ind. Later the firm purchased the Empire Knitting Mills, an old firm in Philadelphia which had moved to Statesville. This plant was purchased in 1943, the name changed to Empire Manufacturing Corp., and during the past 12 years has been making hunting garments and awnings.



Hunting coat and pants made by Empire

During World War II, Empire shifted into the manufacture of dungarees, pants and tents for the U. S. Army and has engaged in extensive work in treating and weather-proofing Army materials. The Statesville local office of the Employment Security Commission cooperated in testing and referring workers during the periods when additional workers were employed to expedite operations, especially in the production for the war effort.

The Smith family operations of the Hettrick firm and its affiliated and subsidiary firms, including Empire Manufacturing Corp., is now in its third generation. W. I. Smith, son of I. P. Smith, had been associated with his father from his earlier years. For several years he was executive vice-president and in 1948 succeeded his father as president when the elder Smith became chairman of the board. James W. Smith, grandson of the elder Smith, joined the firm some years ago and is now sales manager for the organization. He resides in Statesville.

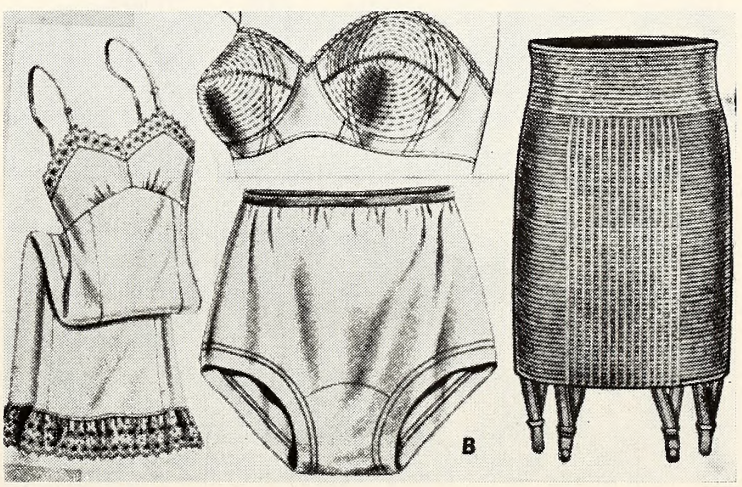
Glenn Chandler, vice-president and general manager, a native of Ohio, is a graduate of the Unversity of Toledo in Business Administration. He was with the firm in the Accounting Department in Toledo for six or eight years and has been manager of the Statesville operation for 12 years. He is a former president of the United Fund, a past president of the Statesville Kiwanis Club and of the Iredell County Fair for several years. He also was a member of the Statesville Recreation Commission and continues active in civic affairs.

GEM-DANDY, INC.
Madison, N. C.

Gem-Dandy, Inc., Madison, is an outgrowth of Penn Brothers Suspender Co. which was organized in 1914 by Harry, George and Howard Penn, natives of Patrick County, Virginia. The original products were hook and eye suspenders and garters.

Caught with an inflated inventory at the end of World War I, the firm was in financial difficulties and in 1920, Harry and George Penn and Harry's son, Green Penn, bought the assets at a receiver's sale.

Green Penn, who was forced to withdraw from



Slip, bra, panties and girdle made by Gem-Dandy, Madison

Davidson College because of his health, invented and obtained a patent on a ladies' adjustable garter. When shown the advantages of the new garter, Green's Uncle George proclaimed it a "Gem-Dandy", and thus the name was born.

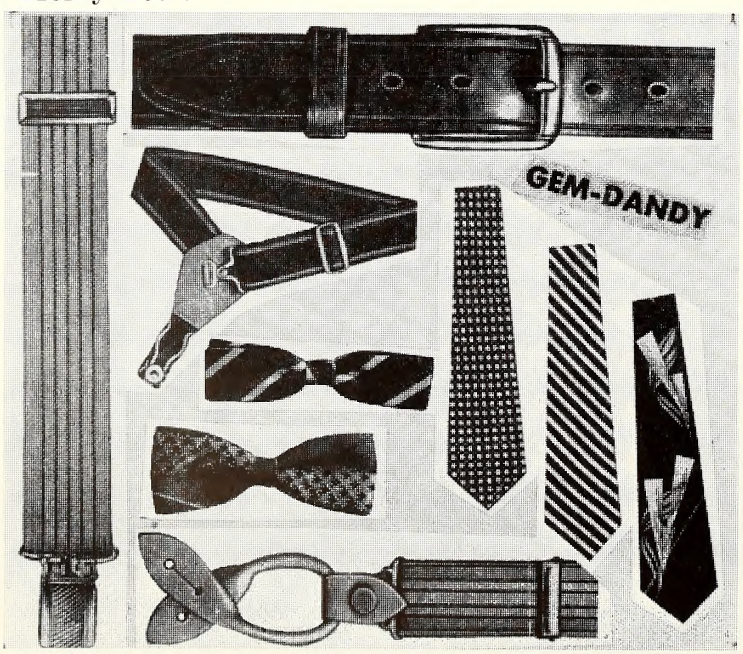
Incorporated in 1921 as Gem-Dandy Garter Co., with Green Penn as president, the firm found a ready acceptance for its improved garter in the top flight department stores and variety chains throughout the country. Shirred ribbon and children's socklet garters were added to the line and about 1926, the manufacture of men's pad garters was begun in a small way. Men's elastic suspenders was the next product included in the Gem-Dandy family.

Engaged in the tobacco business, neither Harry nor George Penn was active in the management of Gem-Dandy. As the business grew and Green Penn's heart condition became a matter of increasing concern, the directors in the spring of 1928 employed George C. Mason, of Memphis, Tenn., as his assistant. In the fall of 1928, Vaughn Penn, younger brother of Green, was employed and sent to New York to open a sales office which has since been maintained in that city. In 1930 Green Penn died and George Mason was elected president of the firm.

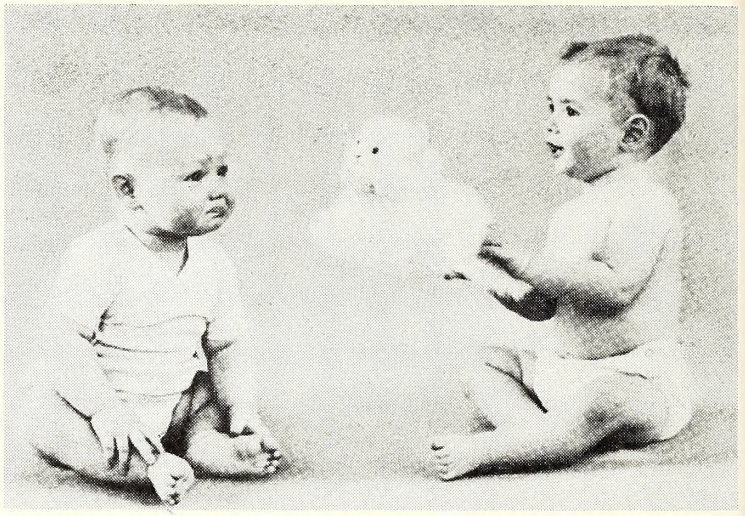
In 1929 the manufacture of men's and boys' leather belts was begun and since that time that department has consistently grown until now it accounts for approximately 30% of the company's total business. In 1931 the company commenced the manufacture of brassieres, garter belts and girdles and this department now accounts for about 17% of the company's total business. In 1939 the addition of neckties completed the list of products for men.

In view of the diversified lines, the firm name was changed in 1941 from Gem-Dandy Garter Co. to Gem-Dandy, Inc.

The most recent expansion was in the ladies' field when, in 1952, production of panties and slips was started. Sold under the brand name "Merrymaid", the demand for these products has called for constantly increasing production and resulted in the addition of a line for children, under the name "Merry-Tot".



Gem-Dandy belts, braces, supporters, and neckties made at Madison



'Plenty Mad' but both are wearing Gem-Dandy baby pants

Gem-Dandy products under the brand names "Gem-Dandy", "Gemco", "New York", "Allura", "Merrymaid", "Pin-up Girl" and "Merry-Tot", are distributed nation-wide by the firm's own sales force of 18 salesmen, probably 60% going to chain stores, the remainder handled through retail and department stores and specialty shops. Gross annual sales are in excess of $2,000,000. The New York sales office is located at 432 Fourth Ave.

During the past 25 years Gem-Dandy has continued to expand its facilities to meet the increasing demands for its products. Four buildings, containing approximately 35,000 sq. ft. of production space are now occupied. Work on the conversion of a brick warehouse to manufacturing purposes is now in progress and when completed in the early spring will add an additional 20,000 sq. ft. of production space. The Brassiere and Underwear Departments will be combined in this space as soon as the building is completed.

Gem-Dandy employs approximately 250 persons, all of whom are covered by a group life insurance plan. A non-contributory pension plan providing insurance benefits and retirement income is maintained by the firm. The employees have their own hospitalization plans, which are handled for them by the company. Annual paid vacations are provided.

Officers of the company are: George C. Mason, president and treasurer; J. Vaughn Penn, vice-president in charge of sales in the New York office; Edgar V. Penn, vice-president; A. Earl Weatherly, vice-president and retail sales manager; T. R. Rorrer, vice-president, and Green Penn II, secretary. Other key staff members are Paul Rierson, Garter and Suspender superintendent; E. V. Swann, Belt Department superintendent; Lloyd Milks, Brassiere and Underwear superintendent and Jim Thomson, necktie superintendent.

BURLINGTON MILLS CORPORATION
Ribbon Division
Reidsville, N. C.

Burlington Mills' Reidsville plant is one of many plants of Burlington Mills textile organization and one of four plants producing ribbon. Ribbon produced at this plant is used primarily for holiday and everyday gift tying. These products are distributed throughout the domestic and foreign trade, and in

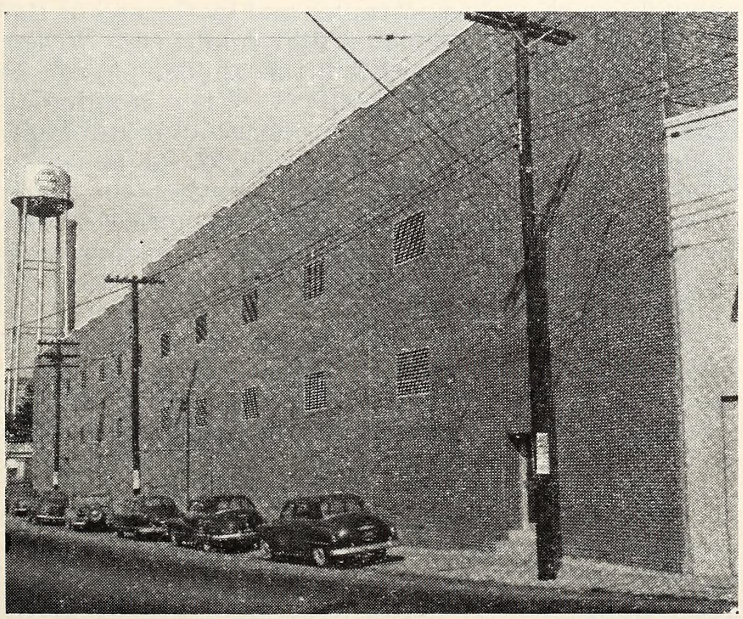
addition to the gift tying line include manufacturers' items such as blanket binding and specialized ribbon for the florist trade.

The first unit of the Reidsville plant was erected in 1923 and operated as a tobacco warehouse for abou. three years. It was then purchased by the Klots Silk Company and converted into a silk mill, which was closed down around 1929. After remaining idle for a few years, Burlington Mills purchased the property in 1932, built a two-story addition containing 20,000 sq. ft. of floor space and installed modern equipment and machinery and started weaving operations in 1933. In 1938, the plant was converted into a throwing plant producing thrown yarns for filament weaving plants. In 1952 the entire plant was remodeled and another addition containing 20,000 sq. ft. of floor space was erected and again modern machinery installed.

The Reidsville plant produces gift tying ribbon largely of two types. In one, narrow ribbon is produced, starting with broad woven fabrics which are cut into narrow widths and edges are sealed. The other is a laminated ribbon in which colored yarns to produce the patterns are combined with a cellophane base. The Reidsville plant produces enough ribbon in one week to connect Reidsville with the Pacific Ocean.

Gift tying ribbon manufacture is highly seasonal. Operations begin to pick up in early spring months, starting around February, and reach a mid-summer peak, dwindling again to low production around November; this is in preparation for the heavy gift tying of Christmas, Easter, Mother's Day, and like gift-giving occasions. For this reason, employment in the Reidsville plant varies from around 150 workers in the winter months to around 275 workers in the summer. The average employment is around 200, and the annual payroll ranges close to half a million dollars. Numbers of high school students spend their vacation periods working in the Reidsville Ribbon plant.

Reidsville has been designated as Burlington's Ribbon Division Headquarters. Additional ribbon plants are located at South Hill, Va., White Sulphur Springs, W. Va., and in Canada. These ribbon plants



Large Reidsville Ribbon Plant of Burlington Mills Corp.



Embossing narrow ribbon strips cut from broad woven fabrics at Burlington's Reidsville Ribbon Plant

produce more than 2,700 different items ranging from tape of 10,000 pounds breaking strength to baby blue and pink ribbon. These plants produce shoulder straps, seam binding, blanket binding, twill tape, zipper tape, and ribbon of all uses. These operations make Burlington Mills one of the world's largest producers of narrow fabrics with Sales Headquarters located at 26 West 40th St., New York City.

J. A. Boland, Jr., division manager with offices at Reidsville, is assisted by Joseph G. Hamrick, administrative manager for the division. Mr. Boland, a N. C. State College graduate, has been with Burlington Mills for a number of years and has served as division manager for Ribbon and other operating Divisions as well as held other important executive positions. He is a native of Burlington.

Hamrick, a native of Rutherfordton, a graduate of Wake Forest College and a post-graduate from Duke University, has been with Burlington Mills about eight years working in other plants before coming to Reidsville. Branch Whitehurst, plant superintendent, is a 1943 textile school graduate of N. C. State College and has been with Burlington Mills about 10 years, having spent several of those years in Canadian operations before coming to Reidsville.

J. Spencer Love, organizer in 1923, and since head of Burlington Mills, has expanded operations until the firm now has 73 plants in 44 communities in seven states and three foreign countries. The company operates 30-odd textile mills, about 10 hosiery mills, and other auxiliary firms in North Carolina. Total employment in all Burlington Mills plants is approximately 32,000 and the annual payroll is in the neighborhood of $100,000,000.

NOTE: More complete details of the operations of Burlington Mills are given in articles which appeared in the Textile issue, Summer-Fall, 1952, and the Hosiery issue, Winter-Spring, 1953, of The E. S. C. Quarterly.

FRANCE NECKWEAR MFG. CORP.
Wilmington, N. C.

France Neckwear Mfg. Corp., 1217 South 13th St., Wilmington, was organized and incorporated in 1945. The firm has developed into one of the important industrial organizations in Wilmington.

Operations started in a small rented space and limited equipment with 25 to 50 employees. Workers were being trained and equipment accumulated while the present entirely modern building was being erected. This building, completed in August, 1946, is one-story high, air-conditioned, built of brick, steel and concrete with no center posts, and containing 22,000 sq. ft. of floor space. In 1953 an addition wah built containing 6,000 sq. ft., giving the present plant 28,000 sq. ft. Approximately 100 of the most modern machines available are in operation and the potential production of the plant is virtually unlimited.

Industrial Properties, Inc., an organization of Wilmington citizens, designed to promote the location of industries in that city, assisted the company in financing the plant.

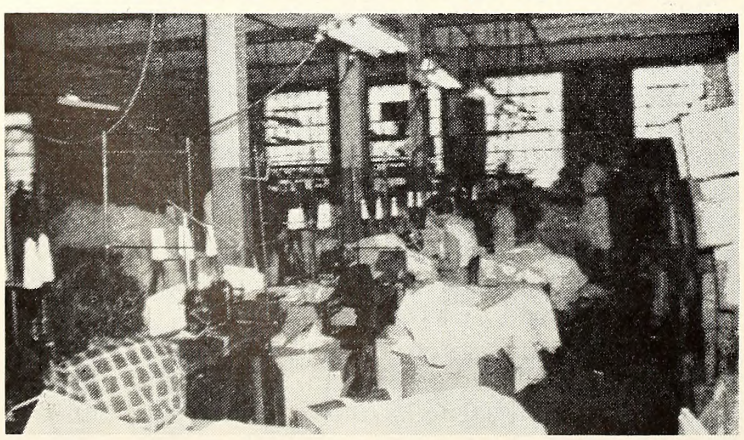
France Neckwear Mfg. Corp. produces four-in-hand and bow neckties for all occasions. Most of them are distributed through chain stores on a nation-wide basis, usually under the trade-name of the distributing store. Materials used are silks and synthetic fibers and the ties are popular priced, ranging at retail from $1.00 to $2.50. The plant recently started a Tie Hand Painting Department which is expected to develop into a large operation.

The firm operates a cafeteria for the benefit of its employees. Organized athletics include basketball and bowling teams, and the employees look forward to the annual summer picnic.

Officers of the company are Robert Kallam, president; Harry Kantor, vice-president, and S. Kallman, secretary and treasurer. F. W. Oppenheimer has been plant manager since the plant started.

PANDA CURTAIN CO.
Charlotte, N. C.

Panda Curtain Co., 314 E. 6th St., Charlotte, a new firm, was organized and incorporated July 1, 1954, and purchased the entire equipment of the old and well established firm of Powdrell and Alexander, which started in 1918 and developed into the largest curtain manufacturing firm in the nation, operating as many as 14 different plants. The new firm is a subsidiary of Bartman and Bixer, Inc., of New York



Production line where thousands of elegant Panda curtains are made



Home of large Panda Curtain Co. in Charlotte

City, manufacturers of the finest curtains produced in the United States.

The Panda Curtain Co. derived its name from the first initials, "P" and "A" of the Powdrell and Alexander firm, with the connecting "and," principally because the older firm had used the trade name "PandA," which had become well established. During the older firm's operations, employment had ranged from 30 to 125. First operations were on S. Church St., and the firm had moved into its present space in the Wade Loft Building, 314 East 6th St., in 1938.

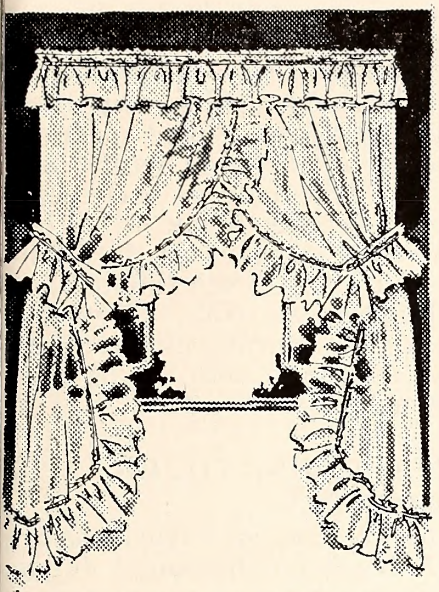
Panda Curtain Co., making popular priced curtains, uses more organdy than any other fabric, but also uses large quantities of the modern synthetic fabrics, including nylon, orlon, dacron and rayon, most of the piece goods coming from North Carolina firms. Unit retail prices range from $1.98 to $19.98.

Taking over the Powdrell and Alexander equipment, Panda Curtain Co. had built up the force to about 70 workers in September and by the end of the year expected to have about 130 employees. When the plant is in full operation, the annual payroll is expected to reach about $250,000. When running at capacity, this plant will produce approximately 2,000,000 units annually. About 32,000 sq. ft. in the Wade Loft Building will be utilized when the plant is completely staffed. The Charlotte office of the Employment Security Commission is cooperating with the firm by testing and referring workers to build a full force.

Panda curtains are distributed nation-wide, six salesmen covering the area. Sales are made through the Charlotte sales office, also by the parent organization, Bartman and Bixer, Inc., located at 339 Fifth Ave., New York City.

Bartman and Bixer is an old and well established firm and from its headquarters in New York City operates other plants at Clifton, N. J., Springfield and Fall River, Mass., Seattle, Wash., and Los Angeles, Calif.

The Panda Curtain Co. is a North Carolina cor-



Lavishly ruffled curtains made by Panda in Charlotte

poration, with an authorized capital stock of $100,000. Principal officers are Walter A. Friese, president and general manager, and Irving White, treasurer. Key members of the staff include Carl Martin, sales manager, Robert Talbert, plant superintendent, and Mrs. Juanita Kirby, office manager.

Mr. Friese, head of the firm, is a native of Connecticut and has been engaged in curtain manufacturing for about 25 years. He joined the earlier Powdrell and Alexander firm in 1929 and has been manager of the plant since 1945. He was one of the organizers of the new Panda Curtain Co. and was elected president, continuing as general manager.

CHASE BAG COMPANY
Reidsville, N. C.

Chase Bag Company, Harris and Morehead Streets, Reidsville, is one of 15 manufacturing branches of the century old and well-known Chase Bag Company, with headquarters in New York City. The Reidsville plant became a unit of the Chase organization in 1931, when the Reidsville Bag Company, formerly engaged in making tobacco bags, was purchased, and has now developed into one of the important units of the Chase organization.

The original company was operated for many years by W. B. Richardson, Jr. and associates. When the business was sold to Chase Bag Company in 1931, Mr. Richardson continued as manager of the plant until he retired December 31, 1953. Originally, only a very few workers were employed. Employment now ranges between 150 and 200, with an annual payroll of approximately $400,000. The plant covers an entire block and contains some 60,000 sq. ft. of floor space. The buildings are locally owned and leased for a long term of years.

The Reidsville plant manufactures flour and feed bags of cotton and paper for the milling industry, and specialty packaging items for industry in general. Annual production runs into millions of bags. During World War II, this firm produced many thousands of war items for the United States Government and her Allies.

The Reidsville plant has one of the best safety records in this section, having had only one minor accident in the past eight years of operation. This branch tops all other Chase plants in its achievement of this outstanding safety record, and has been presented many special awards.

J. A. White, Jr., Manager of the Reidsville plant, is also sales manager of the Richmond, Virginia Sales Office which covers the territory of Virginia and the Carolinas. R. F. Marcus, Jr. is the resident office manager, and I. W. Hall is superintendent.

Chase Bag Company was organized in 1847 in Boston by Harry and Lewis Chase, and is now the oldest and one of the largest bag manuafcturing firms in the United States. In addition to the Reidsville branch, plants are located in Buffalo, New York; Chagrin Falls, Ohio; Crossett, Ark.; Dallas, Tex.; Goshen, Ind.; Kansas City, Mo.; Los Angeles, Calif.; Milwaukee, Wisc.; Minneapolis, Minn.; New Orleans, La.; Philadelphia, Penna.; St. Louis, Mo.; Toledo, Ohio and Portland, Oregon.

The executive offices of Chase Bag Company are located in New York City, and the General Sales Department in Chicago. Principal officers of the parent organization are E. K. Ludington, chairman of the board; F. H. Ludington, Sr., president; R. N. Conners, executive vice-president, and C. S. Sheldon, vice-president and treasurer.

GOLDEN BELT MFG. CO.
Durham, N. C.

Golden Belt Mfg. Co., Durham, incorporated in 1899 after operating as an adjunct to the smoking tobacco manufacturing industry in Durham for a number of years, has been engaged throughout its existence in the manufacture of small bags in which smoking tobacco is packed and distributed. It also produces the print cloth from which these bags are made. Bags for shipping nuts, bolts and other small metal parts are also produced. This company also prints many of the paper wrappers used in packaging cigarettes for some of the larger cigarette manufacturing firms in the nation.

A more complete article on this firm was published in the Tobacco issue of The E. S. C. Quarterly, Vol. 9, No. 3-4, the Summer-Fall, 1951 issue (now exhausted).

R. W. ELDRIDGE CO.
Charlotte, N. C.

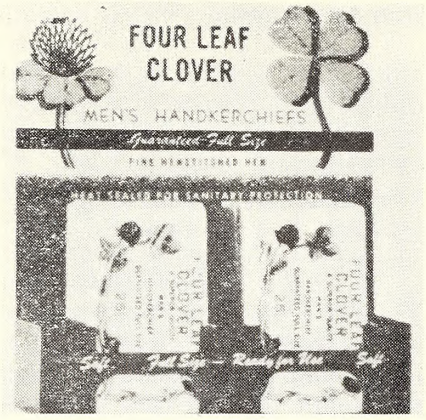
R. W. Eldridge Co., #314 East Sixth St., Charlotte, was organized in Orleans, Vermont, by R. W. Eldridge, moved to Charlotte in 1925, and in the past 29 years, has expanded operations until its handkerchief sales now range between half a million and a million dollars.

When Mr. Eldridge started the firm in 1912, he used handkerchiefs as premiums for the sale of jew-



Millions of handkerchiefs are made in this sewing room of R. W. Eldridge Co., Charlotte

elry, and advertised in country weeklies throughout the United States.



Display of Four Leaf Clover handkerchiefs made by Eldridge

The handkerchief end of it soon became the main volume of business and a company was incorporated in 1915 for the manufacture of handkerchiefs. The business continued to expand, but Mr. Eldridge's health, due to rheumatic fever when 12 years of age, handicapped him to such an extent that doctors advised him to move South.

He and his brother, Lynn Eldridge, made a tour of several southern states, and finally selected Charlotte as being most ideally located. It was the first handkerchief industry to be established in the South, and several Charlotte business men readily subscribed for preferred stock so that the firm could expand operations, as the product manufactured was in good demand.

The expansion continued through 1930 and held up fairly well through the first years of the 1929 depression. However in 1933, business dropped off, prices went down, and Mr. Eldridge's health began to fail. In May, 1934, he passed on leaving the firm with a heavy stock of merchandise, heavy financial obligations, and cloth commitment way beyond the possibility of consuming within a reasonable period.

The result of this situation was the debtors asked for a creditors committee to supervise the business until they were paid off. With considerable sacrifice in working capital, this was accomplished in about eight months, and all creditors were paid in full after L. E. Elliott was called in on December 1, 1934.

On January 1, 1935, L. E. Elliott was elected vice-president and general manager, and although conditions were below normal and competition had increased, he was able to carry on with depleted working capital and has succeeded in paying off all of the original preferred and common stock holders, and today Eldridge Company is doing an annual volume of business between $500,000 and $1,000,000 a year, with a local payroll ranging from $125,000 to $200,000 a year.

At the present time the firm manufactures white staple handkerchiefs only, made from print cloths, carded cotton satin border, and combed lawn which is all woven in North Carolina and South Carolina mills—bleached and finished to specifications, and then converted into the finished handkerchief. The product is sold through the jobbers and national chain organizations, both in bulk and individual packages. Some of the brands that Eldridge specializes on are "Four Leaf Clover", "Dandy", "Blue Bird", and "Tak-A-Hanky", most of which are distributed through the wholesale grocers, candy, and tobacco jobbers.

All employees of the Eldridge firm are covered under the Blue Cross Hospitalization Plan, the firm paying the premium and with provisions that employees may include members of their families by paying the additional premiums. For the employees, the company pays an average of 70% of the cost of $1,000 life insurance policies. Employees with five years of service receive two weeks of paid vacation, and those with service up to two years receive one week, in addition to five paid holidays each year. Employees also have a daily coffee break.

The present officers of the company are L. E. Elliott, president and treasurer; Elizabeth Elliott, vice-president, and J. V. Rumfelt, secretary. Two key members of the firm are G. F. Shrum, director, and Mary E. Heller, private secretary, both having been with the company for more than 25 years.

BRADY MANUFACTURING CO., INC.
Ramseur, N. C.

Brady Manufacturing Co., Inc., Ramseur, was organized in 1948 by H. F. Brady and his son, C. Julian Brady, and began in a very modest way to manufacture men's handkerchiefs. In the six years of operation this plant has expanded until its gross annual sales now reach approximately half a million dollars.

This firm started operation with five employees and 10 machines, operated in about 2,000 sq. ft of space in a building owned by the firm. In 1950, as the result of increased sales, an addition was built, giving the firm 5,500 sq. ft. of floor space. Recently the firm has bought additional area, giving it about an acre of space on which it plans to erect another building and add 4,000 sq. ft. of space. The present building of brick, steel and concrete is entirely modern, as will be the addition to be erected. The firm now employs about 80 workers, with an annual payroll of around $125,000, but when the planned building is completed about 125 workers will be employed.

The Brady firm manufactures men's handkerchiefs exclusively, in plain white, satin-stripe and colored borders. The retail prices range from 10¢ to 50¢, and products are sold through wholesale drygoods firms, chain stores, wholesale grocery stores and specialty shops. The company's principal brands are "Brady", "Neet-Hank", and "Red Bird", and handkerchiefs are also made under customer brands. Cotton print cloth, in varying qualities, is purchased from North Carolina manufacturers. Packing boxes and containers are purchased from Carolina Container Corp., High Point; cellophane from Lassiter Corporation, Greensboro, and paper from Dillard Paper Co.

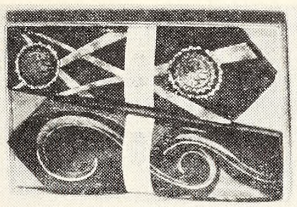
Original authorized capital of the firm was $40,000, which was increased in 1952 to $75,000. Mrs. H. F. Brady was elected president of the new firm; C. Julian Brady, vice-president and secretary, as well as general manager, and H. F. Brady, treasurer. In January, 1953, C. Julian Brady bought the entire stock of the company, and Mrs. C. Julian Brady became president; C. Julian Brady, secretary-treasurer, and continues as general manager, and Mary J. Brady, their daughter, vice-president.

C. Julian Brady, head of the firm, is a native of Ramseur. For 25 years he was with the Brady Funeral Home with his father, and for 12 years was manager. In January, 1954 he sold his Funeral Home interests to devote full-time to his other activities. In addition to operating the Brady Manufacturing

Co., he is also general manager of the Ramseur Furniture Co. Mr. Brady served on the Ramseur Board of Town Commissioners for three years, resigning recently.

TIEDRIGHT TIE COMPANY
Asheboro, N. C.

Tiedright Tie Company, 413 E. Wainman Ave., Asheboro, was organized in 1934 by Earl R. Shaw, as individual owner, and began the production of men's ready-tied ties. The plant has expanded, production now exceeding 300 dozen neckties daily.



Four-in-hands, bows and ready-tied ties made by Tiedright, Asheboro

When Mr. Shaw started operations he had six employees operating in a building 20 x 48 feet in size. Three additions have been made to the plant, giving 5,500 square feet of floor space. The present modern brick and steel building is now inadequate to handle the production, and Mr. Shaw has indefinite plans for expansion in the near future. His present plant and equipment are valued at around $25,000. Present employment ranges from 50 to 75 workers, with an annual payroll ranging between $90,000 and $100,000.

Tiedright produces men's and boys' four-in-hand and ready-tied ties and men's and boys' clip-on bows. These bows and the ready-tied ties retail at 50¢ and $1.00, while the four-in-hands range from $1.00 to $1.50. Rayon, both the regular woven and tricot knit, is the principal material used, although some nylon and wool mixtures are utilized, and rayon is the basic material for most of the bow ties.

Probably 75% of the production is in the company's own brands, "Tiedright", "Earle" and "Citation", the remainder being produced under customer brands. Distribution is throughout the eastern and central sections of the United States. A group of salesmen cover several states, and sales are made through New York buying offices. During the war period, Tiedright had two important Army contracts to produce and deliver 200,000 ties in each of two years, 1944 and 1945.

Mr. Shaw, owner of the industry, is a native of Randolph County and was a shoe salesman, and later was a wholesale dealer in hosiery and notions. In 1931 he started making suspenders and garters, continuing this type of production for three years, then shifted into tie manufacturing. Mr. Shaw is a Kiwanian and is active in civic affairs.

CHARLOTTE WORKSHOP FOR BLIND TRAINS MANY FOR NORMAL LIVES

Charlotte Workshop for the Blind, 1702 N. Brevard St., Charlotte, was started around 1936 as a project promoted by the Charlotte Lions Club, has been training blind persons in the making of various types of garments, and has thus prepared numbers of otherwise dependent persons to make their own livings in several occupations.

This project was started in one room on Elizabeth Ave., with J. L. Parker as superintendent. The Charlotte Lions Club purchased a lot at the present site. The State, through the State Commission for the Blind, furnished the materials, and the WPA put up the building in 1937. The original building contained 7,600 sq. ft., and in 1951 an addition was built containing 3,500 sq. ft., thus giving the present plant a total of 11,100 sq. ft. The plant is equipped with 30 sewing machines and one cutting machine.

This Workshop gives from six to 10 weeks of training for about 30 trainees and employed workers at one time. The trainees are paid by the State and at the end of the training period go on the payroll as wage earners at wages set by the Federal Government. Superintendent Parker assists the trainees in getting better jobs outside as they become available. Occasionally a blind person will begin training and it is found that he or she is not trainable. These are turned back to the State Commission for the Blind. The Workshop is financed primarily through sales, many of them under contract with the Federal Government. One seeing person is provided for each three blind persons, and sighted workers are employed as inspectors of all work, supervisors, cutters and truck drivers.

The Charlotte Workshop for the Blind has produced many types of products, usually those requiring simple operations. These include pillow cases, sheets, surgical masks, operation sheets, drapes, mailing bags, shoe bags, clothespin bags, handkerchiefs, while reseating chairs with cane and split bottoms has been carried on through the years, providing probably five percent of the work done.

Probably 95% of the Workshop production in the past 12 years has been for the United States Government. At present the Workshop is about to complete a government contract in which more than 100,000 aprons are to be produced. These aprons are used primarily for cooks and foodhandlers for the Air Force. During World War I, the Workshop produced around 8,500,000 pillow cases for the Government, producing as many as 4,000 a day when the work got underway. During that period five carloads of mopheads used in mopping floors, were produced under a Government contract.

The Charlotte Workshop is justly proud of the outstanding safety record it has achieved. During the past 15 years not one hour of work has been lost as the result of an accident. The N. C. Department of Labor has frequently used this record made by blind workers as an object lesson to industry in the State.

In addition to being employed as regular workers in the Workshop or in other plants, some of the workers have gone out from the shop and established their own small industries. Needless to say, many of those who entered the shop for training were down and out and in urgent need of assistance in making their own way. Men are used for packing, carrying and other heavy work, but most of the trainees are women, some of them Negro women.

While the Charlotte Lions Club elects officers to take the responsibility of this operation and is joined by the State Commission for the Blind in sponsoring the project, the work of handling the plant is left almost entirely to Mr. Parker. Superintendent Parker had no experience in this type of operation before he started in 1936. A native of Lexington and a N. C. State College graduate, he was manager of the March Hotel in Lexington when he took over operation of the Charlotte Workshop for the Blind, handling it efficiently and satisfactorily.

Eligible Unemployed Federal Workers May Draw Benefits

Federal civilian employees who are unemployed are entitled to file claims for unemployment compensation as the result of an amendment to the Social Security Act by the 83rd Congress, effective Jan. 1, 1955. Chairman Henry E. Kendall of the Employment Security Commission advises that administration of this program has been delegated to this and similar agencies in the 48 states, District of Columbia, Alaska and Hawaii by agreement between these units and the Secretary of the U. S. Department of Labor.

Payments of unemployment benefits are being made from funds appropriated by the Congress. The Federal employees filing claims under this program are subject to the requirements of the laws of the various states and units paying the benefits.

Chairman Kendall states that the necessary organization and methods for processing and payment of these claims were formulated late in 1954 and his agency started taking applications or initial claims for unemployment compensation for Federal employees on Monday, January 3, the first work day in 1955.

Before the claim of an unemployed Federal employee can be processed, Kendall points out, the claimant must have or obtain a Social Security account number issued by the Social Security Administration through one of its 13 district offices located in the larger cities in North Carolina. The employee files his claim in the state in which he is living, regardless of whether he was employed in that state, another state or abroad, and is not eligible to receive benefits for any period covered by terminal leave pay from the Federal agency.

If the unemployed Federal employee lives in North Carolina the claim may be filed in the nearest local Employment Security office, of which 66 are located in larger towns and cities. When reporting to file a claim the Federal employee should have his Social Security card, Form No. 8, Notice of Separated Federal Employee (Unemployment Compensation Program), and Form 50, Notification of Personnel Action, which is given to the employee by the Federal agency by which he was employed. These documents are presented to the interviewer in the local office taking the claim.

After the claim has been taken and the necessary wage information obtained from the Federal agency, the amount of the weekly payment is determined. This amount ranges from $7 to $30 a week, depending on the total amount of wages earned in the base period, which, for claims filed from January 1, 1955 to March 31, 1955, inclusive, will be the last six months of 1953 and the first six months of 1954. The Federal employee may be paid as many as 26 weeks in the 12-month period following the filing of the initial claim.

To be eligible to receive these payments the Federal employee is subject to the eligibility requirements and penalties set forth in the State law for other unemployed workers, which are:

1. Be unemployed.
2. Register for work at the local Employment Security office.
3. Be physically able to work.
4. Be available for work, which means that the individual must be willing to take a suitable job, have no home restrictions or lack of transportation that would prevent acceptance of the job, be interested in obtaining work by making an earnest effort to find work on his own initiative each week; and female claimants are not considered available for the 3-months periods prior to and after the birth of a child.
5. Be subject to a disqualification of from 4 to 12 weeks with the maximum benefit amount reduced by the number of penalty weeks multiplied by the weekly benefit amount, if it is found that the employee voluntarily quit his last employer without good cause attributable to that employer, was discharged by his last employer because of misconduct in connection with his work, or refused to apply for or accept suitable work when offered, either through the local Employment Security office or by an employer.
6. Be subject to prosecution for any false statement, misrepresentation or withholding facts in order to obtain benefits, and, if convicted, be imprisoned or fined.

Federal employees desiring any additional information concerning this program may obtain it from any of the local Employment Security offices, Chairman Kendall advises.

GLENDALE MFG. CORP.

(Continued from page 99)

the end of the year to probably 125 machines. Within the next few years the firm has plans for increasing its equipment to 300 machines. Use is now being made of 24,000 sq. ft. out of the 33,000 sq. ft. of space available.

Glendale now employs close to 100 workers which will probably be increased to about 125 by the end of the year. Its plans for the next few years include expansion to the extent that it will employ 400 to 500 workers. The firm employs all of its workers after they have been tested and referred by the Asheville office of the Employment Security Commission.

Ira Rosenstock is president and general manager of the firm. He is a native of New York City and worked in a garment plant in Poughkeepsie, N. Y., for several years, having started in the garment industry in 1931. In fact, he is a third generation garment producer, his grandfather having started in the apparel business many years ago. He moved to Asheville to handle operations of Glendale Mfg. Corp. in January of this year.

At the end of 1954, the Employment Service offices reported more than 57,000 job applicants seeking employment in the 65 offices serving workers and employers. At the year end, these offices had only 2,350 job openings from employers to offer this unemployed group.

Benefit Charges to Iudustry Groups in Fiscal Year 1954

By HUGH M. RAPER, *Director, Bureau of Research and Statistics, ESC*

In any discussion of experience rates a number of questions are asked. Among these questions inevitably is this one: "Did the industry in which I am engaged pay its way toward financing the unemployment insurance program?"

This question arises by reason of the fact that with only a few exceptions, benefit payments to the unemployed from an industry are charged to some employer in that industry.

In fiscal year 1953-1954 the gross amount charged for benefits paid was a little more than $23,560,000. The charges for the purpose of this analysis fall in three categories, as follows:

Roughly $21,068,000 was charged to 11,736 active employer accounts for which 1955 contribution rates were computed. These charges are distributed by industry in the analysis which follows.

Almost $1,750,000 of the 1953-1954 fiscal year benefit expenditure was not charged to the individual employer accounts, because the employer complied with the requirements of the non-charging section of the law which reads as follows:

Any benefits paid to any claimant under a claim filed for a period occurring after the date of such separations as are set forth in this subparagraph and based on wages earned prior to the date of (a) the voluntary leaving of work by the claimant without good cause attributable to the employer, or (b) the discharge of claimant for misconduct in connection with his work shall not be charged to the account of the employer by whom the claimant was employed at the time of such separation; provided, however, said employer promptly furnishes the Commission with such notices regarding the separation of the individual from work as are or may be required by the regulations of the Commission.

The remaining benefit payments in the fiscal period amounting to roughly three-quarter million dollars were charged to inactive accounts, i.e., represented benefits paid to workers of employers who no longer are operating. These accounts are charged following the cessation of operations since should a resumption of operations take place, the account then would reflect the whole experience of such employer.

Turning now to an industry analysis of this extent to which each industry contributes to the cost of unemployment insurance, a comparison is made of the payroll distribution and the benefit charge distribution. This relationship suggests the high cost industries in the unemployment insurance program as well as those industries where unemployment costs are low; e.g., in fiscal 1953-1954, the 600 Finance, Insurance and Real Estate accounts had 3.2 percent of the taxable payrolls but unemployment insurance payments to unemployed workers from this group accounted for only .4 of one percent of the payments. Data taken from the past two experience rate computations is given in the accompanying table. This is done not so much to show the variations from year-to-year, but to show the consistency in the relationships. It should be noted that the rise in amount charged from $8.6 million to $21.1 million dollars is explained by legislation which altered the timing of the charges so as to temporarily delay the charges in the year the change in method was first effective. This rise does not suggest the degree of rise in the compensated unemployment.

The incidence of unemployment among insured workers in North Carolina is currently very close to the national average. In mid-November 3.9 of each hundred covered North Carolina workers were unemployed as compared with a 4.1 average in the nation. For mid-December the ratios were higher, i.e., 4.8 in North Carolina and 4.7 for the national average.

In 1954, more than $37,500,000 in benefit payments went to the North Carolina unemployed. In six months of the year, payments to the unemployed exceeded $3,500,000 and in May exceeded $4,000,000. Expressed in terms of support to the business economy of the communities, these payments roughly gave spendable dollars equivalent to an employer in every North Carolina county giving employment to 188 people at $40.00 per week. Employment is more desired, but the level of business, particularly Trade and Service, was greatly supported by these payments.

PAYROLL VARIATIONS 1954 AND 1955 COMPUTATION AND RELATIONSHIP BETWEEN PAYROLLS AND BENEFIT CHARGES FOR SELECTED INDUSTRIES

Industry	Payrolls in Computation (000's)				Benefit Charges as % of Payroll			
	1954 (Fiscal 1952-53)	% of Total Taxable Payroll	1955 (Fiscal 1953-54)	% of Total Taxable Payroll	Year 1954[1]	% of Total Change	Year 1955[2]	% of Total Change
State Total	$1,679,316	100.0	$1,637,484	100.0	$8,649,723	100.0	$21,068,391	100.0
Construction	111,031	6.6	102,896	6.3	464,185	5.4	1,556,642	7.4
Manufacturing	1,022,785	60.9	971,049	59.3	6,801,729	78.6	16,534,106	78.5
Tobacco	73,830	4.4	75,430	4.6	1,164,492	13.5	2,541,289	12.1
Textile	560,863	33.4	511,527	31.2	4,422,839	51.1	10,201,587	48.4
Apparel	29,258	1.7	31,066	1.9	202,816	2.3	431,943	2.1
Lumber	59,739	3.6	55,591	3.4	246,638	2.9	748,367	3.6
Furniture	80,002	4.7	76,862	4.7	270,575	3.1	1,003,708	4.8
Trade	311,253	18.5	319,770	19.5	986,700	11.4	1,464,920	7.0
Finance, Ins. & Real Estate	48,879	2.9	52,988	3.2	36,040	0.4	84,476	0.4
Service	58,634	3.5	58,653	3.6	137,120	1.6	851,409	4.0

[1] 1 Aug. 1952—31 July 1953
[2] 1 Aug. 1953—31 July 1954

ESC STATE ADVISORY COUNCIL HEADED BY JAMES A. BRIDGER

James A. Bridger, Bladenboro, was appointed chairman of the State Advisory Council of the Employment Security Commission of North Carolina by Governor Luther Hodges just before the Christmas holidays. Mr. Bridger was already a member of the Advisory Council and was named to take the place left vacant by the resignation of James A. Gray, Robersonville, both as chairman and as a member of the Council. Governor Hodges named Sherwood Roberson, also of Robersonville, to take Mr. Bridger's place on the Council.

Chairman Bridger and Mr. Roberson are both representatives of the general public, along with W. B. Horton, Yanceyville; Dr. J. W. Seabrook, Fayetteville, and Mrs. R. C. Lewellyn, Dobson. Employer representatives are L. L. Tait, Lincolnton, and W. A. Egerton, Enka, and the employee representatives are Melvin Ward, Spencer, AFL, and H. D. Lisk, Charlotte, CIO.

The State Advisory Council, as now constituted, held its first meeting in the office of ESC Chairman Henry E. Kendall January 4, at the call of Chairman Bridger. The meeting was primarily for the purpose of placing before the members the changes proposed in the Employment Security Law by Chairman Kendall and the ESC staff. These changes, largely to facilitate administration of the law, were approved by the Council. Also, they were approved by the members of the Employment Security Commission, meeting January 11, in final form.

At the Advisory Council meeting the new film, "Employment Security in North Carolina", was shown to give the new members an overall picture of the operations of the Commission. Chairman Kendall and members of his staff explained the proposed changes in the Law and reasons for the changes.

GARMENT PLANTS IN RURAL AREAS

Numbers of garment manufacturing plants which have started operations in North Carolina in the past few years have located in small communities and rural areas—thus providing work for numbers of workers either not employed or not fully employed. Payrolls in these rural communities have an important economic bearing on such communities.

While payrolls in the apparel industries are not as high as those in some other industries, as is shown in other articles in this issue, two principal reasons are that they are somewhat seasonal and that many of the workers in such plants are learners and start at learner wages. As work continues, the plants tend toward reducing the seasonal operations and the learners become full-fledged workers. Then they draw higher wages, based on the extent of the skills they have acquired.

Received too late to appear in proper section

THE SALEM COMPANY, INC.
Winston-Salem, N. C.

The Salem Company, Inc., Winston-Salem, manufacturer of dungarees and sportswear, has recently announced new officers: Richard Steele, president and treasurer; Arthur Bluethenthal, vice-president and secretary, and Dan Willetts, Jr., vice-president, with Harvey H. Pressley as plant superintendent. Operation of the company is at Junia Avenue and Lomond Street in a building containing about 15,000 sq. ft. which is under lease to the firm.

The progress of this manufacturing concern has been steady since its inception eight and one-half years ago. While the principal products are still dungarees, including styles for the whole family—men's, boys', juveniles' and flannel lined jeans—the trend toward more highly styled garments in the women's wear field has been accepted and promoted with success.

Ladies' and girls' shorts, both of the standard and Bermuda variety, and pedal pushers in exciting, fashion bright colors have given The Salem Company a more fully rounded line. And to cater to the popular and ever growing children's field, matching flannel shorts are coordinated with the flannel lined child's dungarees to make an attractive set for winter buying.

Proud of its growth in the industry, The Salem Company also has a keen local pride, shown not only in the company's firm name, but also in the close tie-in of its trade-marks and brand names with the city and surrounding areas. The trade name "Old Salem" synthesizes the craft heritage of the old Moravian settlement with the modern industry of the Twin Cities.

Another label, "Four Scythes", is a derivative of Forsyth County, illustrating the tobacco and agricultural interests of this section. And to keep up with the western trends which have swept the country are the "Ranchaps" and "Ranchettes" tickets for little cowboy and cowgirl dungarees. The "Circle T" and "Town Marshal" copyrighted labels are designed especially for the tough men's and boys' western jeans; and finally there is the smashing first of The Salem Company's "Man-O-Might" ticket which well might be the symbol of the strength and durability of this whole denim line.

Salem Company products are distributed nationwide, but especially in the southeastern states, through department, chain stores and specialty shops. With two full-time salesmen on the road, approximately 150 employees, a large percentage of whom have been with the company over five years. the Salem Company has thus become another strong link in the diversified industrialization of Winston-Salem and North Carolina.

In 1954, the Employment Service Division made about 138,250 placements of workers in non-agricultural jobs. This was 25,000 fewer placements than for the year 1953. This decline is explained by the downturn in employment that plagued our industries for the greater part of 1954.

Publications of Employment Security Commission of North Carolina

(FORMERLY "UNEMPLOYMENT COMPENSATION COMMISSION OF NORTH CAROLINA")

Biennial Reports, 1936-1938; 1938-1940; 1940-1942; 1942-1944; 1944-1946; 1946-1948; 1948-1950; 1950-1952; 1952-1954

Employment Security News (mimeographed—weekly), started in 1936 by the North Carolina State Employment Service. Not issued during Calendar year 1945.

North Carolina Employment Security Information, Volume I, Numbers 1-12, 1941. (Discontinued.)

The U. C. C. Quarterly
Vol. 1, Nos. 1, 2, 3, 4 (1942-43)
Vol. 2, Nos. 1, 2, 3 (1944) (No. 4 not issued)
Index to Vols. 1 and 2 (1942-44)
Vol. 3, Nos. 1, 2, 3, 4 (1945)
Vol. 4, Nos. 1-2, 3, 4 (1946)
Index to Vols. 3 and 4 (1945-46)
(Included in Vol. 5, No. 2-3)

The E. S. C. Quarterly (Name changed April 1, 1947)
Vol. 5—No. 1, Winter, 1947—Granite, Marble, Stone
No. 2-3, Spring-Summer, 1947—Brick, Tile, Pipe, Pottery
No. 4, Fall, 1947—Rural Industries
Vol. 6—No. 1, Winter, 1948—Pulp, Paper, Paper Products
No. 2-3, Spring-Summer, 1948—Dairy Products
No. 4, Fall, 1948—Insurance
Index to Vols. 5 and 6, 1947-48, in Vol. 7, No. 2
Vol. 7—No. 1, Winter, 1949—Banking
No. 2, Spring, 1949—Fertilizer Manufacturing
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RELEASES OF THE BUREAU OF RESEARCH AND STATISTICS

Current Series

"Trends"—A monthly mimeographed activity report first issued in June 1943. Data for period 1938-1943 found in other series now out-of-print.

"Employment and Wages in Covered Employment by County"—A quarterly mimeographed release giving employment and wage data in covered employment for each county for five broad industry groups. First release First Quarter of 1948.

"Covered Employment and Total Wages in North Carolina"—An annual report for calendar years, issued in two parts as follows:
1. Summary data for State by two-digit industry and employment and wages by county.
2. County data by three-digit industry. First released in 1943.

"Experience Rating in North Carolina"—An annual study of the experience rating plan and its operation. First release in 1946. (1948 issue out of print.)

"Labor Resources in North Carolina for Industrial Development"—A bimonthly release begun in January 1951 showing recruitable labor by county.

"Labor Supply—Labor Demand"—a labor market digest released in February, June, and October based on sample employment trends in over 800 reporting establishments in 14 selected areas. First release entitled "Employment Trend in Reporting Establishments" first issued in 1946. Out-of-print prior to 1949.

"Labor Market Digests"—An employment security office release showing labor market conditions in office area. Only current releases available. Released as follows:
1. Bi-monthly for Asheville, Charlotte, Durham, Greensboro, High Point, Raleigh, and Winston-Salem, and Fayetteville.
2. In October, February and June for Burlington, Gastonia, Morganton, Reidsville-Spray and Wilmington.

"Annual Report of Employment Service Division"—A mimeographed release dealing primarily with activity summary data by office, presenting data graphically for evaluating purposes. A similar graphic presentation is prepared for each January-June period. For limited distribution only.

Special Reports and Studies

"Research in the Employment Security Program" (1948)

"Unemployment Insurance Financing"—a digest of the Cost of Unemployment Insurance in North Carolina, and a Study of Long-Range Unemployment Benefit Financing and Fund Solvency.

"A Study of Claimants Exhausting Benefits Under the Unemployment Insurance Program During May and June 1951."

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Information for Interstate Claimants.
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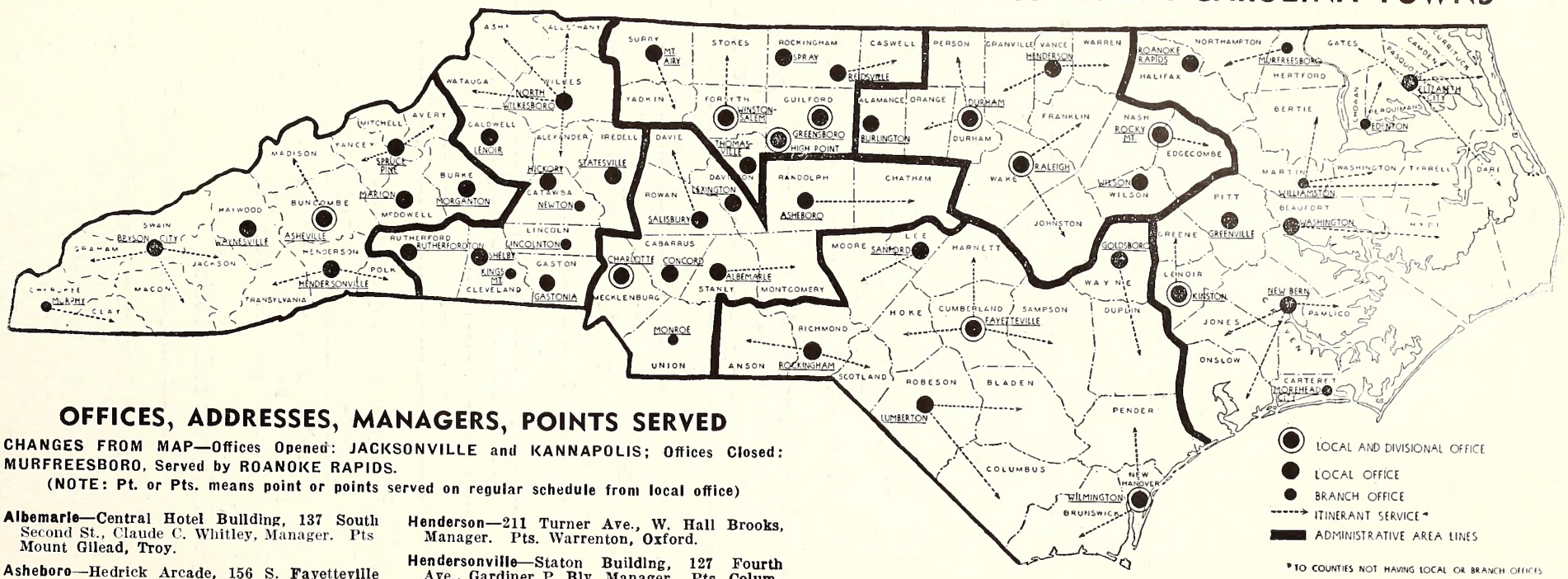
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66 LOCAL EMPLOYMENT SECURITY OFFICES LOCATED IN 55 NORTH CAROLINA TOWNS



OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

CHANGES FROM MAP—Offices Opened: JACKSONVILLE and KANNAPOLIS; Offices Closed: MURFREESBORO, Served by ROANOKE RAPIDS.

(NOTE: Pt. or Pts. means point or points served on regular schedule from local office)

Albemarle—Central Hotel Building, 137 South Second St., Claude C. Whitley, Manager. Pts Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 156 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Smith Building, 38 Battery Park Ave., Bonny C. Wilson, Manager. Divisional Office, 29 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Franklin, Sylva.

Burlington—Piedmont Hotel Building, 134 West Andrews St., Charles R. Stone, Manager.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—45 Market St., Lewis B. Morton, Manager.

Durham—Morehead Building, 304 Morgan St., Mrs. Ethel C. Lipscomb, Manager Divisional Office, 308 Morgan St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, 216-18 Broad St., Mrs. Corie B. White, Manager. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—108 North Martin St., Norman L. Pendleton, Manager. Pts. Manteo, Buxton.

Fayetteville—Calcutt Building, S. Thaddeus Cherry, Manager. Divisional Office, Calcutt Building. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—Edgerton Building, 207-211 East Walnut St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Howard W. Winstead, Manager. Divisional Office, Barnes Bldg., 1216 E. Market St.

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—4 First Ave., N. W. H. D. Boyles. Manager.

High Point—Hutchens Bldg., 113 E. Washington St., Ralph E. Miller, Manager. Divisional Office, 115 E. Washington St.

Jacksonville—819 Court St., Duke Amerson, Manager.

Kannapolis—220-A Oak St., S. W. Patterson, Manager.

Kings Mountain—Bridges Building, S. Cherokee St., Franklin L. Ware, Jr., Manager.

Kinston—112 E. Gordon St., Herman Wellons, Manager. Divisional Office, 408 S. Queen St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St.. Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second Ave., W. Alan Knight, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, Manager.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ E. Court St., David S. Gray, Jr., Manager.

Monroe—Plyler Building, 209 W. Windsor St., Floyd Harrill, Manager.

Morehead City—103 S. 4th St., Mrs. Julia P. Tenney, Manager. Pts. Atlantic, Davis.

Morganton—Davis Bldg., 306 S. Green St., Ned W. LaFevers, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 427 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yadkinville.

Murphy—2nd Floor A&P Bldg., Peachtree St., Jack T. Burrus, Manager. Pts. Andrews, Hayesville, Robbinsville.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Troy L. Perry, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., W. Maurice Allen, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., John B. Fleming, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—143 N. E. Main St., Wm. J. Ecklar, Manager. Divisional Office, 136 N. Washington St. Pt. Tarboro.

Rutherfordton—Williams Building, 201-205 W. First St., Earle W. Justice, Manager. Pt. Forest City.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocksville.

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern Pines, Pinehurst.

Shelby—Royster Building, 210 S. Washington St. John H. Wilson, Jr., Manager.

Spray—County Adm. Building, Boone Road, Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 46½ Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pt. Canton.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—Employment Security Bldg., 304-306 Chestnut St., William H. Powell, Manager. Divisional Office, Employment Security Bldg., 308 Chestnut St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office, 807 N. Liberty St. Pt. Kernersville.

whole grew by 13.7 percent. This rapid growth far exceeds the rate of industrial expansion and indicates that the local labor supply is more than ample.

Fayetteville firms employ over 80 percent of the persons engaged in nonagricultural activities in Cumberland County, excluding civilian employees at Fort Bragg and Pope Air Base. It is the only city in the county and except for work at the military installations, most of the job opportunities are found here. Cumberland County, with the city of Fayetteville at about its geographical center and Fort Bragg and Pope Air Base in the northwest portion, is a cohesive labor market area. All manpower and employment data relate to this labor market area.

The civilian labor force of this area, though subject to mild seasonal fluctuations and substantial changes due to activities at the military installations, has trended upward since 1950. By March 1956 it approximated 33,600. Of these, 70 percent are nonagricultural wage and salaried workers, 12 percent are engaged in agriculture, the balance are self-employed, domestics, unpaid family workers, and unemployed workers. The heavy impact of civilian manpower needs at Fort Bragg, Pope Air Base, and the Veterans Hospital on the economy and labor force of the area is indicated in the fact that from 20 to 25 percent of nonagricultural wage and salaried workers are employed at these installations (from 2,500 to 3,200 civil service; up to 500 at the post exchange; from 1,000 to 2,000 in contract construction; over 400 at the Veteran's Hospital.)

The growth of nonmilitary connected industry in the Fayetteville area is shown by a comparison of firms and employees covered by unemployment insurance. In 1950 the monthly average of insured employment was 10,007; in 1954 the number had risen to 11,006; the first three quarters of 1955 averaged 11,881. The number of covered firms has risen from 340 in 1950 to well over 400. Since 1950, each year has seen a gradual rise in employment from the first through the fourth quarter then a drop from the last quarter of one year to the first quarter of the following year. This first-of-the-year employment reduction has tended to be less significant during the past five years and is now well below the rate of decline for the State as a whole.

Trade accounts for about one-fourth of the 23,000 nonagricultural wage and salaried employment service, including education and hospitals, one-fifth; and government, including civil service employees at Fort Bragg and Pope Air Base, about one-seventh. Manufacturing, never heavy, has been gradually climbing and now represents about one-fifth.

Though manufacturing accounts for only one-fifth of nonfarm salaried employment, some 4,500 persons are so engaged and receive wages in the neighborhood of $2,770,000 each quarter. About half of these workers are in the six textile mills of the area whose products are principally cotton and synthetic yarns, broad woven fabrics and hosiery. Next in importance are producers of lumber and wood products; such firms regularly offer employment to more than 1,000 workers. While most of the sawmills and planing mills are relatively small, four plywood and millwork plants hire in the neighborhood of 600 persons. Food processing plants, with some 600 on their payrolls, include: poultry processing, frozen foods, bakery goods, grain-mills and soft drink bottling. Adding balance to the manufacturing segment of the local economy is a firm making electrical fans; a manufacturer of wood household furniture; a foundry; mattress companies; publishing firms; and fertilizer plants. Other firms produce: cotton seed oil and byproducts; glue; brick; cement blocks; and toy novelty items, primarily fur kittens.

Fayetteville's dominant industry is trade. Its importance as a trade center is borne out by dollar value and employment in that industry. According to figures made available by the North Carolina Department of Revenue, total county retail sales for fiscal 1955 amounted to $89,451,000. This represented a 10.9 percent increase over the preceding year. The number of merchants exceeded 1,370. "Sales Management" estimated that of the total county retail sales volume, the City of Fayetteville accounted for over 90 percent. The "Blue Book of Southern Progress," 1955, lists total trade as $135,000,000 or 56 percent of total business volume for 1954. Trade employment accounts for 25 percent of nonfarm wage earners and usually approximates 6,300.

In the service industries are some 4,700 employees. Personal service such as: laundries, cleaning and dyeing firms, beauty and barber shops employ about 26 percent of the service workers. Educational employment is almost 24 percent, hospitals (including the Veterans Administration Hospital), medical and sanitary services 22 percent. Hotels and lodging places, and amusement and recreational enterprises, about 8 percent each.

Construction, always at a relatively high level in the Fayetteville area, usually accounts for from 10 to 13 percent of the total wage earners. In 1955 according to the "Office of the Building Inspector, City of Fayetteville", building permits issued for that year amounted to $5,133,018. All permits were for commercial and residential building inside the city limits. Military authorities at Fort Bragg and Pope Air Base state that construction authorized for 1955 amounted to $4,039,076. However, contract construction currently in progress is estimated to be in excess of $15,000,000; and during 1955 contract construction in progress was in excess of $30,000,000.

Fayetteville has much to offer existing or prospective firms or industries: ample and varied transportation facilities; proximity to a substantial buying population both in the adjacent rural areas and nearby military installations and a more than ample labor supply, most of whom are within the age range most desired by employers. It is a growing community offering excellent opportunities for growing firms and industries.

SUPPLEMENT TO "THE E. S. C. QUARTERLY", VOL. 14, NO. 1-2, WINTER-SPRING, 1956

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THE E. S. C. QUARTERLY

Compiled by MRS. EDITH M. HINTON, *Former Secretary, Office of Informational Serviec*

Published by
EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

(Issues from Vol. 1, No. 1, Summer, 1942, through Vol. 4, No. 4, Fall, 1946, were designated as "The U. C. (Quarterly". When the name of the agency was changed April 1, 1947, the name of this magazine also wa changed.)

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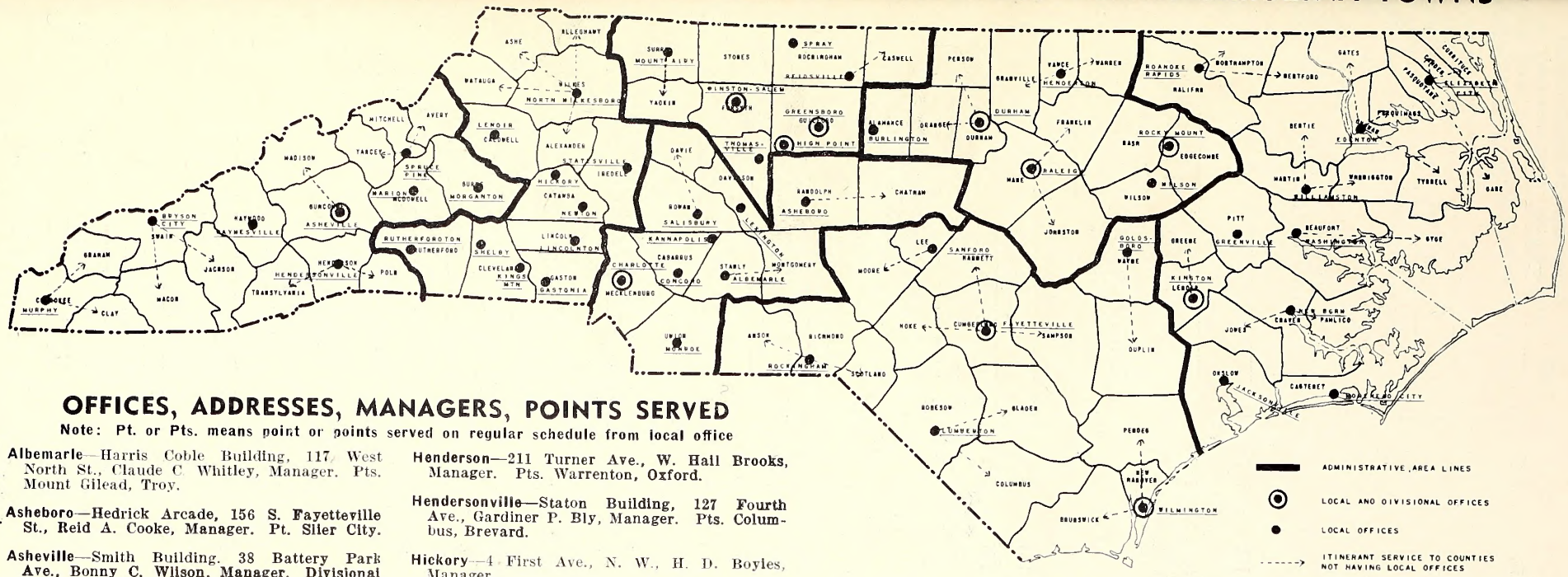
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OFFICES, ADDRESSES, MANAGERS, POINTS SERVED

Note: Pt. or Pts. means point or points served on regular schedule from local office

Albemarle—Harris Coble Building, 117 West North St., Claude C. Whitley, Manager. Pts. Mount Gilead, Troy.

Asheboro—Hedrick Arcade, 156 S. Fayetteville St., Reid A. Cooke, Manager. Pt. Siler City.

Asheville—Smith Building. 38 Battery Park Ave., Bonny C. Wilson, Manager. Divisional Office, 29 S. Market St. Pts. Black Mountain, Marshall.

Bryson City—Hyatt Building, Everett Street, Simon P. Davis, Manager. Pts. Franklin, Sylva.

Burlington—Piedmont Hotel Building, 134 West Andrews St., Charles R. Stone, Manager.

Charlotte—112 W. First St., George H. Everett, Jr., Manager. Divisional Office, 118 W. First St. Pt. Cornelius.

Concord—45 Market St., Lewis B. Morton, Manager.

Durham—Morehead Building, 304 Morgan St., Mrs. Ethel C. Lipscomb, Manager. Divisional Office, 308 Morgan St. Pts. Chapel Hill, Hillsboro, Roxboro.

Edenton—204 Citizens Bank Building, Milton E. Bass, Manager. Pts. Hertford, Columbia, Gatesville.

Elizabeth City—613 E. Main St., Norman L. Pendleton, Manager. Pts. Manteo, Buxton.

Fayetteville—Calcutt Building, 209 Franklin St., S. Thaddeus Cherry, Manager. Divisional Office, Calcutt Building, 207 Franklin St. Pts. Dunn, Clinton, Raeford.

Gastonia—272-278 E. Main Ave.. Earle W. Brockman, Manager. Pt. Belmont.

Goldsboro—115 E. Mulberry St., Clay B. Rich, Manager. Pts. Mount Olive, Warsaw, Wallace.

Greensboro—231½ North Greene St., Howard W. Winstead, Manager. Divisional Office, Barnes Bldg., 1216 E. Market St.

Greenville—222 E. Fifth St., Wm. B. Dillingham, Manager. Pt. Farmville.

Henderson—211 Turner Ave., W. Hall Brooks, Manager. Pts. Warrenton, Oxford.

Hendersonville—Staton Building, 127 Fourth Ave., Gardiner P. Bly, Manager. Pts. Columbus, Brevard.

Hickory—4 First Ave., N. W., H. D. Boyles, Manager.

High Point—308 N. Wrenn St., Ralph E. Miller, Manager. Divisional Office, 304 N. Wrenn St.

Jacksonville—819 Court St., Duke Amerson, Manager.

Kannapolis—210 Oak Ave., S. W. Patterson, Manager.

Kings Mountain—Bridges Building, S. Cherokee St., Franklin L. Ware, Jr., Manager.

Kinston—112 N. Independent St., Herman Wellons, Manager. Divisional Office, 114 N. Independent St. Pt. Snow Hill.

Lenoir—Hedrick Building, 133 N. Church St., Augustus H. Jarratt, Jr., Manager. Pt. Granite Falls.

Lexington—30 W. Second Ave., W. Alan Knight, Manager. Pt. Denton.

Lincolnton—Reinhardt Building, 10 W. Main St., Paul H. Lawing, Manager.

Lumberton—Wishart Bldg., 307 E. Third St., Carl D. Brothers, Manager. Pts. Whiteville, Elizabethtown, Fairmont.

Marion—114½ E. Court St., David S. Gray, Jr., Manager.

Monroe—Plyler Building, 209 W. Windsor St., Floyd Harrill, Manager. Pt. Marshville.

Morehead City—103 S. 4th St., Mrs. Julia P. Tenney, Manager. Pts. Atlantic, Davis.

Morganton—Davis Bldg., 306 S. Green St., Ned W. LaFevers, Manager. Pt. Valdese.

Mount Airy—Haynes Bldg., 427 N. Main St., Carl M. Baber, Manager. Pts. Elkin, Yadkinville.

Murphy—2nd Floor A&P Bldg., Peachtree St., Edward Hyatt, Manager. Pts. Andrews, Hayesville, Robbinsville.

New Bern—Stanly Hall Building, 303 Pollock St., Benjamin F. Gillikin, Manager. Pts. Bayboro, Trenton.

Newton—Abernethy Building, 27 College Ave. Cephas A. Cloninger, Manager.

North Wilkesboro—Duke Power Building, 309 Ninth St., Troy L. Perry, Manager. Pts. Boone, Sparta, Taylorsville, Jefferson.

Raleigh—313½ Fayetteville St., Lee J. Craven, Manager. Divisional Office, 113 East Davie St. Pts. Franklinton, Fuquay, Louisburg, Wake Forest, Wendell, Clayton, Smithfield.

Reidsville—Amos Building, 220 Gilmer St., W. Maurice Allen, Manager. Pt. Yanceyville.

Roanoke Rapids—308 Roanoke Ave., John B. Fleming, Manager. Pts. Enfield, Scotland Neck, Ahoskie, Jackson, Rich Square, Murfreesboro.

Rockingham—221 E. Washington St., Richard E. Smith, Jr., Manager. Pts. Laurinburg, Wadesboro.

Rocky Mount—143 N. E. Main St., Wm. J. Ecklar, Manager. Divisional Office, 136 N. Washington St. Pt. Tarboro.

Rutherfordton—115 W. Court St., Earle W. Justice, Manager. Pt. Forest City.

Salisbury—Professional Building, 127 W. Innes St., J. S. J. Horton, Manager. Pt. Mocksville.

Sanford—234 Carthage St., L. Garland Scott, Manager. Pts. Carthage, Robbins, Southern Pines, Pinehurst.

Shelby—Royster Building, 210 S. Washington St. John H. Wilson, Jr., Manager.

Spray—County Adm. Building, Boone Road. Wade W. Lemons, Manager. Pt. Mayodan.

Spruce Pine—Ellis Bldg., 46½ Oak St., Davis M. Nichols, Manager—Pts. Bakersville, Burnsville, Newland.

Statesville—Stearns Building, 147 E. Broad St., Wade H. Wilson, Manager. Pt. Mooresville.

Thomasville—Hill Building, 7 East Main St., Marion H. Randolph, Manager.

Washington—Daniel & Warren Building, 149 N. Market St., Guy W. Churchill, Manager. Pts. Belhaven, Swan Quarter.

Waynesville—Stretcher Building, 120 Church Street, Miss DeBrayda Fisher, Manager. Pt. Canton.

Williamston—Tar Heel Bldg., 154 E. Main St., J. Kelly Gay, Manager. Pts. Windsor, Plymouth.

Wilmington—Employment Security Bldg., 304-306 Chestnut St., William H. Powell, Manager. Divisional Office, Employment Security Bldg., 308 Chestnut St. Pts. Burgaw, Southport, Supply.

Wilson—Wiggins & Graves Building, 133 W. Barnes Street, Mrs. Jeannette M. Grainger, Manager.

Winston-Salem—805 N. Liberty St., William H. Stevenson, Jr., Manager. Divisional Office, 807 N. Liberty St. Pt. Kernersville.

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